

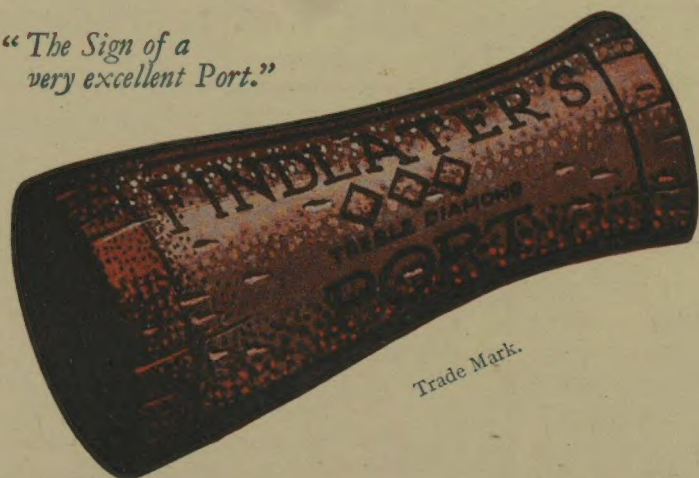
SUMMER NUMBER.

THE ILLUSTRATED LONDON NEWS



FINDLATER'S

*"The Sign of a
very excellent Port."*



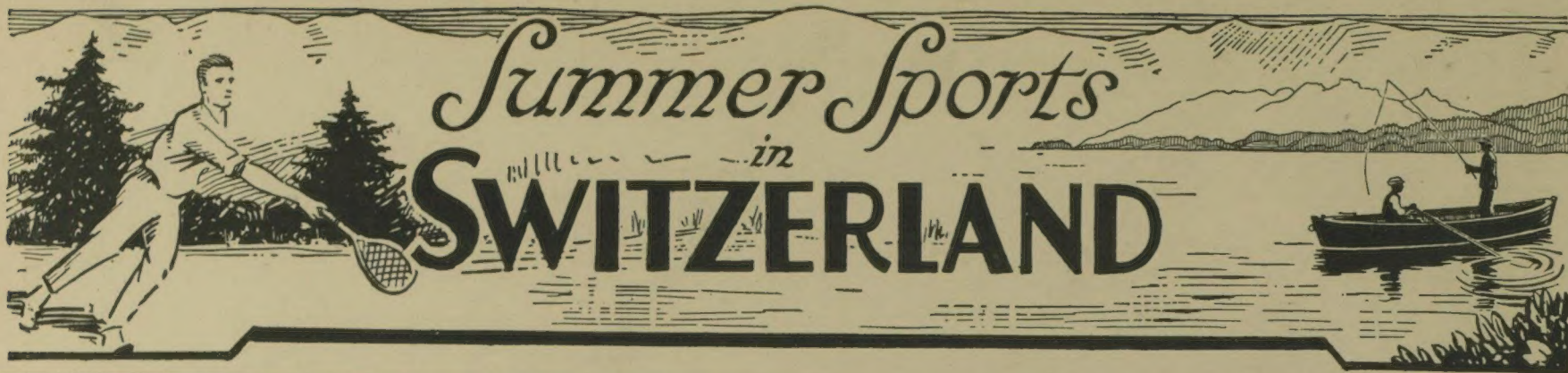
TREBLE
◇◇◇
DIAMOND

PORT

You can come to Findlater's WINE ROOMS at Findlater House, Wigmore Street, and taste the fine wines of the world—and discuss your requirements either at home or abroad—"without prejudice." Talking Wine is one of the valued recreations of the perceptive, and it isn't necessary for you to be a large customer to interest us.

EXPORT. Agents in principal cities of the world. Where there are no agents, Findlater's will ship direct. Export prices on application. Write for Findlater's Wine Brochure, the most comprehensive wine list issued.

Findlater Mackie Todd & Co. Ltd., Findlater House, Wigmore Street, London, W.1



Golf, Tennis, Sailing, Fishing, Motoring, Cycling, Walking, Mountaineering; all these healthy holiday pastimes can be enjoyed in Switzerland, where flower-filled meadows border lakes and rivers, and climb far up the slopes leading to the snowfields. Intending visitors may obtain expert advice and reliable information from the Official Agency of the

SWISS FEDERAL RAILWAYS,

11b, Regent Street, Waterloo Place, LONDON, S.W. 1.

Illustrated Booklets, Maps and Hotel Guides free on application.

SUMMER in the BERNESE OBERLAND

Famous Centre of

ALPINE PEAKS and GLACIERS, WATERFALLS and LAKES.

Hotel Price Lists & Prospectuses from BERNESE OBERLAND PUBLICITY OFFICE, INTERLAKEN, and all local Inquiry Offices.

Come and see the spring flowers in the Alps. May and June are the months and Grindelwald is the spot

GRINDELWALD SWITZERLAND

3,400 feet above sea level.

GRAND HOTEL BEAR 250 beds.
BELVÉDÈRE 120 beds.
BRISTOL & BEAU SITE .. 120 beds.

PARK HOTEL SCHÖNEGG .. 100 beds.
ADLER 60 beds.
CENTRAL HOTEL WOLTER .. 35 beds.

Please apply to the Hotel Managements.

WHERE TO STAY!

AXENSTEIN — AXENFELS

(2,500 feet)

(2,200 feet)

Ideal spot for **SPORT and REST** in the Heart of Switzerland (Lake Lucerne)

2 GOLF COURSES—4 TENNIS COURTS—LAKE BATHING—ORCHESTRA
Excursions and Motoring in the Alps.

Inclusive terms.

AXENSTEIN } Grand Hotel from Frs. 16
Park Hotel " " 11

AXENFELS Palace Hotel from Frs. 14

RAGAZ SWITZERLAND

RADIO - THERMAL PFAFERS
STATION

Thermal Swimming Bath, Medical Institutes, etc.

SPORTS: GOLF (scratch score 76), TENNIS, FISHING, MOUNTAIN CLIMBING.

GD. HOTEL QUELLENHOF
GD. HOTEL HOF RAGAZ

Leading Hotels
Best American and English Houses.
CURE: Gout, Rheumatism, Arthritis,
Neuralgia, Anæmia, Neurasthenia,
Diseases of Circulation and Kidneys, etc.

SPIEZ PARK HOTEL

Rooms with private bath or running water. Garage with Boxes. Motor Car from Station free of charge. Inclusive terms from Frs. 12.

Proprietor: Arnét.

THUN Bernese Oberland

PALACE HOTEL — THUNERHOF
Strictly first-class: incl. terms from Frs. 15.

HOTELS BELLEVUE and PARK

Most comfortable family Hotels; inclusive terms from Frs. 12.

Large private Park on lake shore. Golf, Tennis, Orchestra, Dancing. For particulars apply to the Manager, A. BAUR.

SCHINZNACH-BAD

On the main line Basle—Brugg—Zürich.

According to Prof. Treadwell, the most efficient Hot Sulphur Spring on the Continent. **First-class Health Resort** for Gout, Rheumatism, Diseases of the Bones and Joints, Chronic Inflammation of the Veins, Varicose Vein, Tumours, Affections of the Glands, Scrofula, Non-tuberculous Catarrh of the Bronchia, Asthma, Arterio-sclerosis, Skin Diseases, such as Eczema, Acne, etc. Women's Diseases.

Pension terms from Frs. 11 to 25, according to room.

Large Parks. Easy Walks. Tennis. Fishing. Golf in preparation. Orchestra.

Casino—Varieties.

Golf (18-hole course)

Tennis. Water Sports.

LUCERNE

Excursions by
Motor Cars, Steamers &
Mountain Railways.

THE GREATEST CONTINENTAL AUTOMOBILE TOURING CENTRE.

INFORMATION FROM THE ENQUIRY OFFICE, LUCERNE.

ST. MORITZ

Attracts the Élite of Both Continents. It is the World's Sports Centre. Famous for its Invigorating Air, its Iron Springs. 28 Open and Covered Tennis Courts. 18 and 9 holes Golf Links. Mountaineering, Swimming, Riding, Motoring. Roads open to Motor Cars

Any Information through the Official Inquiry Office, St. Moritz.

VILLARS sur BEX.

4,500 feet.

Simplon Line.

THE SPORTING CENTRE OF FRENCH SWITZERLAND.

Golf —
PALACE HOTEL

Open-air Swimming

Physical Culture

Tennis.

GD. HOTEL du MUVERAN

HOTEL BELLEVUE

Open in June.

Motor Road.

Garage.

The
classic pencil



**L & C
HARDTMUTH
KOH-I-NOOR**



THORNYCROFT

Motoring on the River or round the Coast

has joys and experiences of its own,
far transcending any the Road
can offer.

*From
Crowded
Roads to
Open
Waters*

THINK of the hundreds of miles of rivers and inland waters, or the breezy coastal seas of Britain and beyond, with their opportunities of Health and new worlds of Adventure.

These pleasures are more easily available than ever with the introduction of our "Standard Class" 30 ft. and 40 ft. cabin cruisers, etc., at unprecedentedly low costs for motor boats of Thornycroft design and build. Ample accommodation is provided for 6 and 8 persons respectively.

May we send you a copy of our new leaflet—
"Motor Boating for the Owner-driver"—
which illustrates also many other examples
of our wide range of Cruisers, Launches, etc.

JOHN I. THORNYCROFT & CO., LIMITED,
THORNYCROFT HOUSE, WESTMINSTER, S.W.1



MAKE your HAIR GROW with KOKO

Marvellous results reported.

"I had not a particle of hair on my head. After using Koko for about a month, I found a great improvement. Now, thanks to Koko, I have a lovely head of curly hair."

"After trying several hair tonics

I thought I was to remain practically bald. I tried Koko with the result that I now have a beautiful head of hair."

"My hair got into a very bad state through a serious illness. Koko quite restored it again."

After 40 years Koko-for-the-Hair still remains the greatest and most successful Hair Grower and Hair Beautifier obtainable. Practically every morning brings us genuine unsolicited letters of thanks from delighted users. The above (which, with shoals of others, can be seen at our offices) are merely representative of thousands that have been received.

Approved
by Doctors

KOKO

FOR THE HAIR

Used by
Royalty

Koko is known throughout the world and has been used with great success in THREE Royal Families. Hair treated with this world-renowned Hair tonic becomes wonderfully thick and strong, and positively sparkles with brilliancy. Don't be discouraged

because other hair tonics have failed. Koko contains ingredients found in no other hair preparation. Give Koko a fair trial and you will be amazed with the beauty of your hair. Start now while there is still some life in the hair roots; for once the roots are dead nothing can bring them to life again.

From Chemists, 1/6, 3/- and 5/6 per bottle.

SPECIAL OFFER

5/6 Trial Bottle
for 3/3 post free

Send P.O. value 3/3 and we will forward, under plain cover, by return, our largest sized bottle of "KOKO." This is ample for a thorough trial. One bottle only to each applicant at this price. Address to Dept. F23.

Foreign and Colonial
Postage 1/9 extra.

KOKO MARICOPAS CO., LTD. (Dept. F23) 16, Bevis Marks, London, E.C.3.



"Roama" Portable Camping Hut.

Strong light and comfortable. Bunks upholstered. Externally ventilated larder. Can be used as garden Summer house and stored in a corner of any garage.

Folds into its own floor. Weighs 5 cwt. Erected in an hour.

All panels interchangeable. Made of double-skinned three-ply, one inch thick.

Price, complete with trailer, £62. Without trailer £45. Trade enquiries solicited.



THE BLACKBURN
AEROPLANE CO. LTD.
Olympia, Leeds, Yorks.
Can be inspected at 205,
St. Portland Street, London,
and at Car Trailers, Limited,
Harpenden, Hertfordshire.
Telephone - Harpenden 388.

HAND FRAMED SWEATERS

SINGLE SWEATERS

of all descriptions
made to order in white
or colours, plain or
trimmed, V neck, roll
or polo collar, with or
without sleeves.

TRIMMED SWEATER

(as illustrated)

in plain, cable, or other
fancy stitches. Best
quality, medium weight.

38/6

Also made in special
light weights for
Summer.

In Cable stitch **34/6**

In plain, basket, dia-
mond and other fancy
stitches, **28 6 32/6**
Spencer weight, **22/6**



RACING JACKETS MADE TO ORDER

University, School, Regimental and Club
Colours in Ties, Squares, Scarves, etc.

Established
1898

T.M. Lewin

T.M. LEWIN
T. LEWIN } SONS
G.J. LEWIN }

39 PANTON STREET, HAYMARKET, S.W.1



NEWEST PERFUMES

CUIR DE RUSSIE
(Russia Leather Perfume)

FREESIA

HONEYSUCKLE

FLORIS

STEPHANOTIS

89, JERMYN STREET,
LONDON.

SPA

(Belgian Ardennes).
SPLENDID CASINO.

Same Attractions as Monte Carlo. All Sports.

Thermal Establishment.

Natural Carbonic Acid Baths for Diseases of the
Heart. Ferruginous Mud Baths for Rheumatism.
Cure for Anemia.

SPA-MONOPOLE DRINKING WATERS excel all others.


Recommendee Hotels and Boarding Houses:

BRITANNIQUE - 175 beds	EUROPE - 100 beds	SPA - 50 beds	TRIANON - 30 beds
BALMORAL - 150 "	BELLE-VUE 80 "	CHAINE D'OR 40 "	VERSAILLES 30 "
BAINS - 125 "	GOLF - 80 "	PORTUGAL 35 "	CENTRE - 20 "
ANNETTE & LUBIN 110 "	PALMIERS - 50 "	COLONIES - 30 "	LAC - 20 "
LAOKEN - 100 "	ROSETTE - 50 "	ORLEANS - 30 "	ASTORIA - 15 "

THE LONDON ELECTROTYPE AGENCY, Ltd.

Publishers, Authors, Illustrated Press Agents, &c., should apply to the above
Agency in all matters dealing with arrangements for reproducing illustrations,
Photographs, &c. Sole Agents for "The Illustrated London News," "The Sketch," &c.

10, ST. BRIDE'S AVENUE, E.C. 4.




Queen of Scots

HIGHLAND QUEEN

SCOTCH WHISKY


Product of the largest
INDEPENDENT Distillers in Scotland

OBTAINABLE THE WIDE
WORLD OVER



MACDONALD & MUIR
Distillers of Fine Scotch Whiskies
Head Offices: LEITH also GLASGOW & LONDON

ALSO
Of Exceptional Age




Why go Grey?

HINDES' HAIR TINT

Hindes' Hair Tint restores grey or faded hair to its original colour forthwith—brown, dark-brown, light-brown or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over a million people. Medical certificate accompanies each bottle. Chemists, Hairdressers & Stores 2/6 or direct: HINDES, LTD., 60, Parker Street, Kingsway, London.

KNOCKE-ZOUTE.—CLARIDGE'S HOTEL.

Latest Hotel-de-Luxe. 100 rooms—50 baths.
Near Golf and Tennis. On Front at Le Zoute.

LE ZOUTE (Belgium).—HOTEL BELLE VUE.

On main Square, overlooking Beach.
The most comfortable Every possible comfort.

KNOCKE (ZOUTE) THE GRAND HOTEL

300 rooms—100 bathrooms. Dancing. 5 mins. Golf and Tennis.
Tel. Address: GRANOTEL, KNOCKE. Proprietor: M. VAN BUNNEN.

The Most
Interesting

JIG-SAW PUZZLES

are the DELTA
Fine Cut Series.

REPRODUCTIONS IN COLOUR-PHOTOGRAVURE FROM PICTURES BY WELL-KNOWN ARTISTS.

250-Piece Puzzle - - 8/6 Post Free.

16-PAGE ILLUSTRATED CATALOGUE, 2d. POST FREE, CONTAINING PARTICULARS OF PUZZLES, INCLUDING—

30-Piece 1/3 50-Piece 2/- 75-Piece 3/- 100-Piece 4/- 250-Piece 8/6 500-Piece 18/- 600-Piece 21/- 1000-Piece 33/-

To be obtained from all Booksellers, Stationers and Stores, or direct from the Publishers: **A. V. N. JONES & CO., LTD., 64, Fore Street, London, E.C.2.**

East Anglia for Holidays

Some of the finest resorts in the country are situated on this coast—Lowestoft, Yarmouth, Felixstowe, Clacton, Cromer, and a host of others—with the delightful facilities for bathing, boating and fishing, the district particularly appeals to the holiday-maker seeking a suitable place to which he may take his family.

*The Drier Side served
by the L.N.E.R*

ASK FOR FREE BOOKLET—
"EAST ANGLIA & THE BROADS."

and particulars of Cheap Tickets at any L.N.E.R. Agency, or from Passenger Manager, Liverpool St. Station London, E.C.2, York, or Waverley Station, Edinburgh.

LONDON &
NORTH EASTERN
RAILWAY

Harvey Nichols
Telephone No. :
Sloane 3440. *of Knightsbridge*



NEW AND DAINTY MODEL in real sealskin trimmed lizard, in Brown, Black, and Navy.
Price 63/-

In Patent and Fawn Lizard, Patent and Grey Lizard.
Price 59/6.

We are the Sole Agents in the Knightsbridge District for Cantilever Shoes.



WHITE NUBUCK SPORTS SHOE. crêpe rubber soles, trimmed Tan, Red, Green and Black; also all white. Price 21/9.

HARVEY NICHOLS & CO., LTD., Knightsbridge, London, S.W.1

Vickery's for distinctive Wedding Gifts



M. 638.

Silver-Plated Cocktail
Set for 4. £3 15s. 6d.

A large variety of
designs on view.

M. 944

Polished Mahogany Cocktail
Cabinet.

42 inches high.

16 inches wide . . . £35 0 0.

Call and see Vickery's fine collection of Novelties, or write for Catalogue.

J. C. VICKERY

By appointment to T.M. the King and Queen, and H.R.H. the Prince of Wales.

145-147, Regent St.
London, W.1.

(only address)



The Finishing Touch

ANZORA CREAM, for greasy scalps, will not soil hat linings or pillows; and ANZORA VIOLA, for dry scalps, containing a little oil of violets, are sold in 1/6 and 2/6 (double quantity) bottles by Chemists, Hairdressers and Stores.

REFUSE ALL IMITATIONS

ANZORA
Masters the Hair!



Manufactured by Anzora Perfumery Co., Ltd., London, N.W.5.

STETSON AGENTS:

John Barker & Co., Ltd., High Street, Kensington, W.8.
 Berkeleys, Ltd., 125, Victoria Street, S.W.
 City Cork Hat Company, Ltd., 165a, Fenchurch Street, E.C.; 68, Moorgate Street, E.C.; 291, Oxford Street, W.1.; 70, Queen Victoria Street, E.C.; 37, Victoria Street, S.W.1
 Cuthbertson, Ltd., 27, Chandos Street, Charing Cross, W.C.; 84, Cheapside, E.C.; 66, High Holborn, W.C.; 44, Liverpool Street, E.C.; 26, High Street, Kingsland, E.; 28, Ludgate Hill, E.C.; 203, Strand, W.C.; 435, Strand, W.C.; 53, Tottenham Court Road, W.; 132, Tottenham Court Road, W.
 Harman & Son, 87, New Bond Street, W.
 Harrods, Ltd., Brompton Road, S.W.
 Henry Heath, Ltd., 105-109, Oxford Street, W.; 62a, Piccadilly, W.; 58, Cheapside, E.C.; 132, Fenchurch Street, E.C. 3; 78, Lombard Street, E.C. 3.
 May Brothers, 51-53, Gt. Portland Street, W.
 Peter Robinson, Ltd., Regent Street, W.
 Robinson & Cleaver, Ltd., Regent Street, W.
 Savoy Taylor's Guild, Ltd., Savoy Court, Strand, W.C.
 Selfridge & Co., Ltd., Oxford Street, W.
 West & Company, 29, Cheapside, E.C.
 Dubois, Ltd., Lewis Grove, Lewisham, S.E.
 Josiah Messent, 57-65, Queen's Road, Peckham, S.E.
 Peters, 78, Streatham Hill, S.W.2

ALTRINCHAM: H. Dennett & Son, Station Buildings.
 BARROW-IN-FURNESS: Frank Hodgson, 70, Duke Street.
 BEDFORD: Harry Hills, 7, Silver Street.
 BEXHILL-ON-SEA: L. B. Southon, 42, St. Leonard's Road.
 BIRMINGHAM: Lilly & Lilly, 54, New Street; "Macintosh," 42, New Street; Albert Thrusell, 5-6, Midland Arcade.
 BLACKPOOL: George Fox, 60, Church Street; E. R. Green & Son, Bank Hey Street.
 BOLTON: Scholes & Scholes, Nelson House.
 BOURNEMOUTH: Pool & Pool, 21, Old Christchurch Road.
 BRADFORD: Brown Muff & Co., Ltd., Market Street; Monkman & Company, 22, Forster Square.
 BRIDGWATER: McMillan Brothers, Cornhill.
 BRIGHTON: Hart & Hobbs, Ltd., 62, North Street; Walter G. Dudeney, 108, St. James Street.
 BRISTOL: "Macintosh," 45, College Green; A. A. Whyatt, 21, High Street.
 BROMLEY: Alfred Parsons, 38-39, High Street.
 BUXTON: Holmes & Son, Spring Gardens.
 CAMBRIDGE: Joshua Taylor & Co., Ltd., Sidney Street.
 CANTERBURY: Deakin & Son, 1, Sun Street.
 CHELTENHAM: T. Plant & Company, Ltd., 18, Colonnade.
 CHESTER: Hart Davies & Son, 24-26, Eastgate Row.
 CHESTERFIELD: H. J. Cook, Market Place.
 COLCHESTER: Everett & Sons, 2, High Street.
 COVENTRY: Hayward & Son, 16-17, Broadgate.
 DARWEN: Will Young, 37, Market Street.
 DERBY: Cunningham, Ltd., 13, Market Place.
 DONCASTER: John Hastie & Son, 30, High Street.
 EASTBOURNE: George Brown & Co., Ltd., Regent House.
 EXETER: Collins & Son, 261, High Street.
 FOLKESTONE: Brady & Company, 84, Sandgate Road.
 GLOUCESTER: Golden Anchor Clothing Co., Southgate Street.
 GRAVESEND: G. H. Notton, 5, Berkley Crescent.
 HARROGATE: Kidson Brothers, 38, Parliament Street.
 HEREFORD: Prichard & Sons, High Town.
 HITCHIN: F. Crabb & Sons, Bancroft.

HUDDERSFIELD: Ernest Clough, Westgate House, Westgate.
 HULL: Ward & Abercrombie, Ltd., 5, Silver Street.
 ILFRACOMBE: Chas. N. Pedlar, High Street.
 IPSWICH: Everett & Sons, 15, Tavern Street.
 KENDAL: Blacow Brothers, Finkle Street.
 KING'S LYNN: Jones & Dunn, Market Place.
 LEEDS: E. Bissington, 34, Brig-gate; Rufus Sanderson, Ltd., 11, Commercial Street.
 LIVERPOOL: Mander & Allen-der, 5-7, Dale Street; Watson Prickard, Ltd., 16, North John Street.
 LUTON: Charles Mares, 65-67, George Street.
 MAIDSTONE: William Purcell, 12, Middle Row.
 MANCHESTER: Copeland & Company, 11, Cross Street; Arthur Balon, 91-93, Oxford Street; Kendal Milne & Company, Deansgate; Abbey, Reid & Holden, Ltd., 68, Cross Street.
 MARGATE: Thos. Hunter, 43, Fort Road.
 MIDDLESBOROUGH: A. Barritt & Co., Ltd., 9, Linthorpe Road.
 MORECAMBE: W. Bullock & Sons, 4, Queen's Terrace.
 NEWCASTLE-ON-TYNE: Bain-bridge & Co., Ltd., Market Street; Wm. Wallace, Emerson Chambers, Blackett Street.

This latest Stetson model portrays the highest expression in fine headwear—distinction, quality and long service.

The CONWAY

featured in new and distinctive shades of grey and light tan by principal hatters everywhere.



STETSON HATS

JOHN B. STETSON COMPANY.

Offices and Showrooms (Wholesale):

70, New Bond Street, London, W. 1.

NEWCASTLE-UNDER-LYME: Henry White, 5, 6 and 7, The Ironmarket.
 NORTHAMPTON: A. E. Towers, 32, The Drapery.
 NORTHWICH: Geo. Thompson (Northwich), Ltd., 39, High St.
 NORWICH: Greens (Norwich), Ltd., 9 and 10, Haymarket.
 NOTTINGHAM: Lamb & Evans, 80-91, Carrington Street.
 OXFORD: W. E. Fayers, 12, Queen Street.
 PLYMOUTH: Perkin Brothers, 13, Bedford Street.
 READING: Heelas, Sons & Co., Ltd., Broad Street.
 SCARBOROUGH: Thos. Chapman, 8, Westborough; W. W. Gibson & Son, 47, Westborough.
 SHEFFIELD: Cole Bros., Ltd., Fargate; Robert Hanbidge & Sons, Ltd., 45, Fargate.
 SHREWSBURY: E. F. Afford, 14, Pride Hill.
 SOUTHAMPTON: Tyrrell & Green, Above Bar; Winter & Worth, 138, High Street.
 SOUTHEAST-ON-SEA: T. J. Johnson, Weston Road.
 SOUTHSEA: Samman & Thom-son, 6, Palmerston Road.
 SOUTHPORT: Hesketh & Sons, 233, Lord Street; M. J. Park-house, 22, London Street.
 SOUTH SHIELDS: Willan & Hailes, 48, King's Street.
 ST. ANNES-ON-SEA: George Thompson & Sons, 60, West Crescent.

STETSON AGENTS:

ST. LEONARDS-ON-SEA: Edgar Dennis, 38, King's Road.
 STAFFORD: Elliott Stephens & Co., Ltd., Greengate House.
 SUNDERLAND: H. Binns, Son & Co., Ltd., Fawcett Street.
 TORQUAY: "Macintosh," 3, Torwood Street.
 WALSALL: F. W. Longmore & Co., Ltd., 34-36, Park Street.
 WESTCLIFF-ON-SEA: T. J. Johnson, Hamlet Court Road.
 WOLVERHAMPTON: Alfred Hall, Stafford House, Queen's Square; T. R. Caswell, 13, Queen's Square.
 WORCESTER: John Gray, The Cross.
 WORKSOP: J. H. Meakins, The Bridge.
 WORTHING: Southey & Sons, 51-53, Chapel Street.
 GREAT YARMOUTH: Arnolds, Ltd.
 YORK: Leak & Thorp, Ltd., Coney Street.
 DOUGLAS, I.O.M.: C. Larsen, 39, Victoria Street.

ARMAGH: W. J. Lennox, Ltd., 17-19, Market Street.
 BELFAST: T. W. Stafford, 13, Corn Market.
 CAVAN: Philip McDonald, Main St.
 CORK: Fitzgerald & Sons, 44, Patrick Street; Robertson, Ledlie, Ferguson & Co., Ltd., Munster Arcade.
 DROGHEDA: Gallagher & Com-panv, 7, Shop Street.
 DUBLIN: Morrisons, 17, West-moreland Street.
 DUNDALK: J. D. Melville & Co., Ltd., 1, Clanbrassil Street.
 KILKENNY: James Bourke & Sons, 85, High Street.
 LIMERICK: Cannock & Co., Ltd., O'Connell Street; R. Clune & Co., 43, O'Connell Street.
 LONDONDERRY: Semple & Company, Ferry Quay Street; John M'Veigh & Co., Market Buildings, Strand.
 MULLINGAR: Healy Brothers, Dominick Street.
 OMAGH: W. J. Johnston & Company, 45, High Street.
 PORTADOWN: Joseph A. Twinem, 16, High Street.
 SLIGO: John Feeney, 31, Castle St.
 STRABANE: O'Doherty, Ltd.
 TRALEE: Garrett Fitzgerald, 27, Castle Street.
 WATERFORD: Robertson Bro-thers, 86-88, Quay.

ABERDEEN: Esslemont & Macin-tosh, Ltd., 24, Union Street; Wm. Gray, 8-10, Holborn Street; Patrick McGee, 23-24, Bridge Street.
 DUMFRIES: James Reid, 114, 116, High Street.
 DUNDÉE: J. M. Scott, 53, Reform Street; Keith Scott, New Hotel Buildings, Whitehall Place.
 EDINBURGH: Wm. Bell, 43-45, Lothian Road; Cunningham & Company, 27, Hanover Street; A. E. Lawrie & Com-panv, 89, Princes Street.
 GLASGOW: McLaren & Son, Ltd., 42, Gordon Street.
 GREENOCK: J. & S. Shannon, 11, West Blackhall Street.
 KIRKCALDY: A. K. Melville, 132, High Street.
 PAISLEY: Robertson & Sons, 6, Moss Street.
 PERTH: G. P. Valentine, 135, High Street.
 STIRLING: Wm. Dow, 19, King's Street.

CARDIFF: E. Roberts, Ltd., Kingsway House, Kingsway; E. Roberts, Ltd., 15-16, Mount Stuart Square; E. Roberts, Ltd., Parkhall Buildings, Queen Street.
 LLANELLY: Bowen James & Company, The Crest, Murray Street.
 NEWPORT, MON.: Davies & Rollings, Ltd., 11, Commercial Street.
 PONTYPRIDD: Trevor W. Jones, 1, Market Place.
 SWANSEA: Sidney Heath, Col-lege Street.

Dusts



For Furniture

For Woodwork

Polishes

For Floors

Beautifies

Cleans



Always use O-Cedar Polish the O-Cedar Way: wet a piece of cloth with water; wring it almost dry; pour on a few drops of O-Cedar Polish; go over the surface and then polish with a dry cloth; a high, dry and lasting lustre is the result.

On unvarnished surfaces use O-Cedar Polish neat and polish with dry cloth.

Your
satisfaction
guaranteed
or your money
refunded.

O-Cedar Polish

British made by O-Cedar Ltd., Slough.

1/3 to 12/6
sizes.



There is extra
economy in the
larger sizes.

GAMAGES for GARDEN FURNITURE

WONDERFUL SUGGESTIONS.

UNLIMITED SELECTION.



No. 1

No. 1.—GARDEN GNOMES

These quaint little terra-cotta people and animals in exquisite colourings have become a craze with 5/- to 47/6 beautiful garden lovers. Prices range from

No. 2.—THE "PLAGE" GARDEN CHAIR OR SHELTER

Extreme height, 5 ft. 6 in. Width of seat, 22 in. by 22 in. Height of seat from ground 14½ in.

In Cane 72/- In Buff Wicker 35/-

No. 2

No. 3.—DELIGHTFUL DECK CHAIRS

Extra strong, of superior make and finish. Selected hard wood. Varnished and polished. All chairs fitted with Pillows. Price complete. Best Striped Canvas, 25/- Best Green Rotproof Canvas, 33/-

No. 4.—GARDEN COUCH HAMMOCK

Length 6 ft. A.1 Grade Strong Angle Iron Stand. enamelled French grey, covered reclining back, one-piece mattress with valance covered in lovely orange drill, with black welts and black fringe, furnished complete with sunshade to match. Price £6:15:0

Special springs for suspension chains 7/6 extra.

No. 5.—OUR PATENT FOLDING FRAME TENT

Provided with corner posts and Folding wood framework which makes it very portable. Size, 12 ft. by 6 ft., and 6 ft. 6 in. to eaves. In Superior Striped Canvas. Price £5:5:0

Extra for Curtains for sides of front awning. Striped (6 ft. by 6 ft.) 9/6. In Green Rotproof Canvas £8 15s. Extra Curtains, 20/- each.

No. 4

No. 6.—LARGE RANGE OF SUNDIALS

The most delightful and old-world furnishings for English gardens. Illustrated is No. 22. Height 29 in. Diam., Top, 9 in., Price 45/-

Or with Antique Brass Dial, 6 in., 14/- Separate square base if desired, 18 by 18 by 3 in., 19/6.

Call & Inspect



No. 6

No. 7.—NOVEL GARDEN TENT

The "Canton" Tea Tent. The four sides are fitted with separate green pine wood blinds which can be drawn up or down as required. The roof is covered with Green rotproof canvas. Size of Body of Tent 6 ft. by 6 ft. Size overall of Roof, 8 ft. 6 in. by 8 ft. 6 in. Price £9:9:0

No. 8.—BIRD BATHS AND STATUARY FURNITURE FOR THE IDEAL GARDEN

Bird Bath, No. 25. Height, 30 in. Diam., Top, 16 in. Width at Base, 10 in. Shell only 12/6. Price 105/-



No. 8

No. 9.—PULP CANE GARDEN CHAIR

Natural Whole Rod White Pulp Cane, Tub shape, easy Chair, filled in sides, and back, roll front, finished brass feet. Height at back, 20 in. Height of seat, 15 in. Width of seat, 15½ in. Price 30/-

No. 9

No. 10.—GARDEN UMBRELLA

Cover of heavy coloured drill, with valance as illustrated (no stripes), 8 ft. spread. Price 90/- Cheaper Makes. Price 59/6. Woven Striped Canvas Covers, 8 ft. Price 81/-

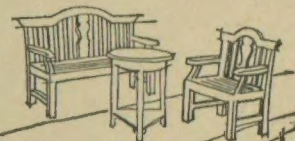
Tables for these Umbrellas can be supplied.



No. 10

No. 11.—WHITE ENAMELLED GARDEN SUITES

These are very beautiful in the Garden and wonderful value. Strongly constructed of selected red deal, enamelled white. Seat, 4 ft. 6 in. long, 75/- Armchair, 50/- Round Table, 24 in. diameter, 47/6, Packing, 4/- each extra.



No. 11

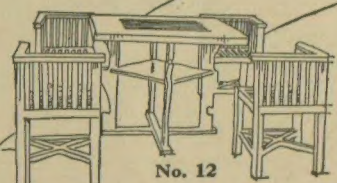
Another Example of Teak Suites

No. 12.—"THE BALMORAL"

The four chairs stow away under table when not in use, occupying a space 36 inches square. Price £11:5:0

Chairs only, 33/9. Table only, 97/6.

Send for List



No. 12

A. W. GAMAGE LTD., HOLBORN, LONDON, E.C.1 Telephone: HOLBORN 8484. City Branch: 107 CHEAPSIDE, E.C.2



WOOLLANDS
KNIGHTSBRIDGE, S.W.1

Finest Quality
Underwear

HOSIERY DEPT.,
GROUND FLOOR

Our speciality of delightfully soft Cashmere and Silk Underwear, in White or Pink. Slip-over Spencers, Short or Long Sleeves, or No Sleeves Price 25/9

Rib Waist Knickers. Price 29/6

Vests with Opera Top or Low Neck, no Sleeves Price 27/9

Combinations with Opera Top or Low Neck, no Sleeves. Price 37/9

K.9.—Inexpensive Pure Milanese Silk Set in White, Pink, or Black, Embroidered Self-Colour

Wom's O.S.
VESTS 15/11 19/11
KNICKERS 21/9 24/9

Woolland Bros., Ltd.,
Knightsbridge,
London, S.W.1

'Phone: Sloane 4545



"The Play's the thing," of course, but clothes are keenly observed as well and one cannot have a new outfit for each game. The obvious alternative is to have Frocks, Skirts and Jumpers cleaned in the exclusive "Achille Serre Way." It ensures a pure, dazzling white and the removal of every spot.

Achille Serre Ltd.

Head Office and Works:
Hackney Wick
London, E.9

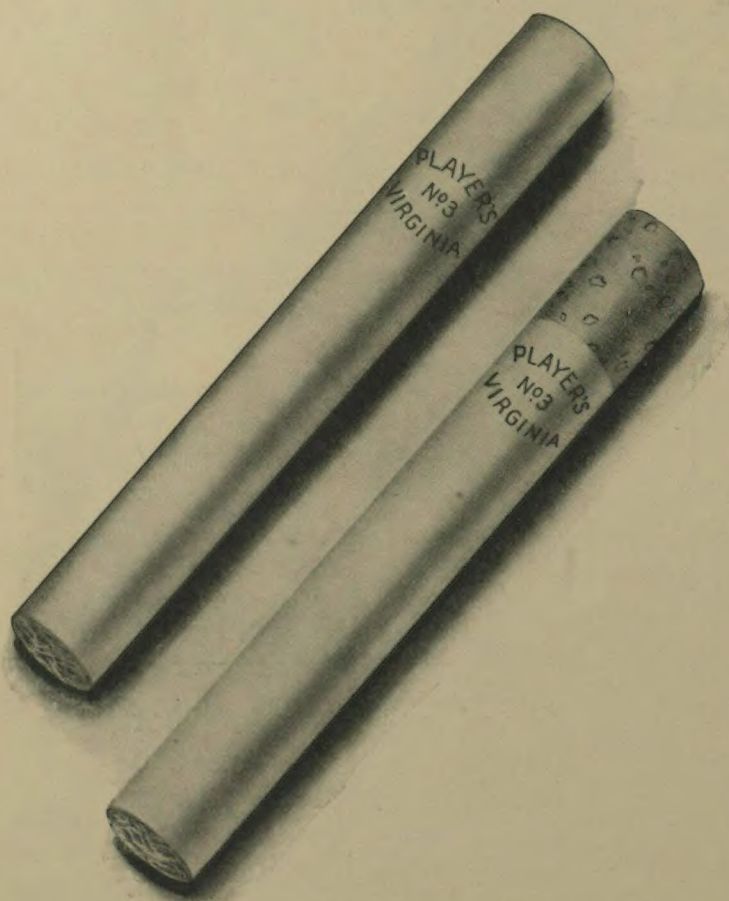
BRANCHES AND AGENTS ALMOST EVERYWHERE

PLAYER'S No 3

VIRGINIA CIGARETTES

THE tobacco in these cigarettes has been specially selected for its mild, cool fragrance and superb smoking qualities.

The finest growths of Virginia Leaf, unique manufacturing skill and facilities contribute their full share to your enjoyment.



10 for 8^d 20 for 1/4
50 for 3/3 100 for 6/6

WITH OR WITHOUT CORK TIPS
(Cork of pure natural growth)

Extra Quality Virginia

3P194A

FOR HEALTH AND RECREATION

Why not visit

CRUDEN BAY

this year?

It is an ideal spot for a quiet, interesting holiday in the heart of the picturesque Buchan Coast, with its precipitous Cliffs and fantastic Stacks and Caves, surrounded by every up-to-date luxury and comfort, and richly stored with Antiquarian, Historic and Scientific Interest. There is a beautiful Bay with Silver Sand, affording excellent Bathing. Bracing air.

GOLF

Can be had on two of the Finest Courses in Scotland (18 Holes and 9 Holes)

and ample facilities for

TENNIS. BOWLS. CROQUET
BOATING. SEA and RIVER FISHING.

EXCELLENT ACCOMMODATION IN THE

L.N.E.R. HOTEL

which adjoins first tees

(Specially reduced terms mid-September to mid-July.)

Illustrated Booklets and all information supplied free on application to Passenger Manager, L.N.E.R., Liverpool Street Station, London, E.C.2; York; Waverley Station, Edinburgh; or Traffic Superintendent, L.N.E.R., 80, Guild Street, Aberdeen.

PEARLS

DISTINCTIVE GIFTS

OLD JEWELS
Antique Silver

at

etc.

James R.
Ogden
& Sons Ltd.

THE RENOWNED
ENGLISH HOUSE OF
COURT JEWELLERS

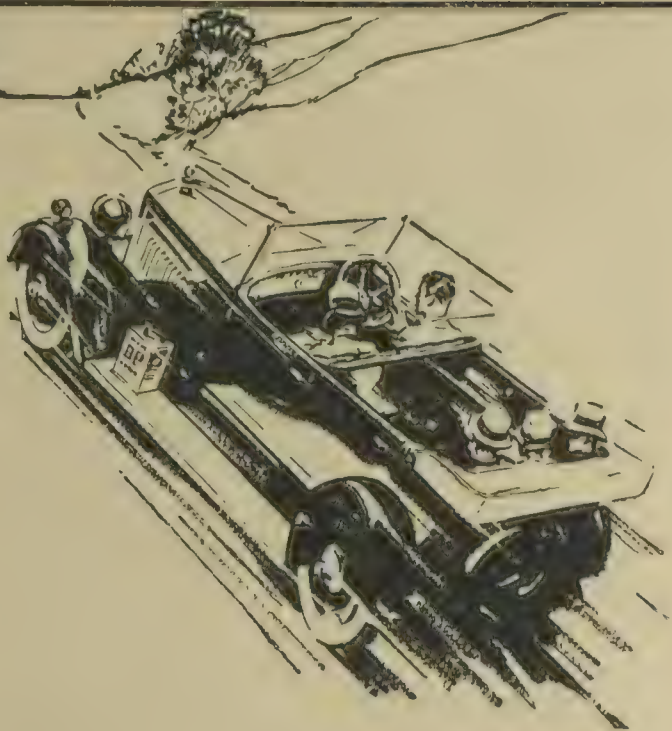
41-42 Duke St. Piccadilly. S.W.1

38-40 James St. Harrogate. Yorks

WE ARE THE LARGEST BUYERS FOR
CASH OF OLD JEWELLERY, ETC.
AN OFFER SUBMITTED BY POST THE
SAME DAY AS GOODS ARE RECEIVED

Up hill on top!

Up hill on top on half throttle! The exhilaration of a speed-burst, a sense of conquest, come from the feeling of infinite power at command with "BP" in the tank. And extra power means extra economy—the best from your engine with the least effort. Fill up with "BP" and add a new zest to your motoring.

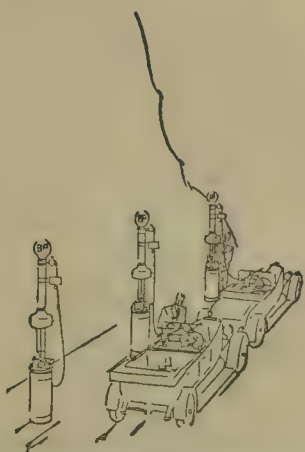


"BP"

*The Petrol that Pulls
with a Punch.*

ANGLO-PERSIAN OIL CO. LTD
British Petroleum Co. Ltd., Britannic House, Moorgate, E.C.2
Distributing Organization

Go to the
GREEN
"BP"
PUMP
for your Petrol



OAKEY'S WELLINGTON KNIFE POLISH

The original and reliable preparation for cleaning and polishing cutlery. Canisters at 1d., 2d., 3d., 6d., 1/-, 2/6 and 4/-

OAKEY'S WELLINGTON LIQUID METAL POLISH



Gives a real, lasting polish to all metals, including silver and glass—windows, motor screens, mirrors, etc. Tins 3d., 4½d., 7½d. and 1/3.

JOHN OAKEY & SONS,
Ltd., Wellington Mills,
London, S.E.1.



IRISH LINENS

*Furnish your home at
Manufacturers Prices*

TABLECLOTHS

No. 173 (as illustrated). Bleached Pure Irish Linen Damask Tablecloths of splendid wearing quality. Made in four choice designs.

Size 2 x 2 yards Each **15/11** Size 2 x 2½ yards Each **19/9**

LINEN NAPKINS TO MATCH

Size 22 x 22 inches Six for **9/3** Size 21 x 24 inches Six for **10/9**

TYROEN

DRESS LINEN.

No. 11.N. 166.—Fully shrunk and guaranteed fadeless in wash and wear. Obtainable in the season's latest shades.

Width 36 inches. Per yard **2/6**

"BANMORE"

DRESS LINEN.

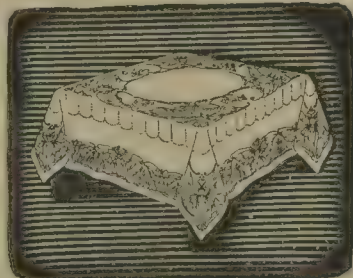
No. 11.N. 166.—A new cloth of medium texture in useful shades for frocks and overalls. Colours: ecru, sage, beige, and many others. Extraordinary value.

Per yard **1/9**

PATTERNS POST FREE ON REQUEST.

Send for free samples and a copy of our new illustrated CATALOGUE No 40D. Sent post free. Carriage and C.O.D. fees paid on all orders of 20/- and upwards in United Kingdom.

ROBINSON & CLEAVER Ltd., BELFAST



GERMANY

The country of infinite variety

You are welcomed everywhere. Modern and mediæval towns; art centres, spas, landscapes of unsurpassable beauty and grandeur. Write or call for full information about travel and stay (no tickets sold), for illustrated booklets on any parts of Germany (free); list of 300 conducted and independent tours through Germany arranged by British Tourist Offices; and Leaflet "Week-end on the Rhine and Moselle."

GERMAN RAILWAYS INFORMATION BUREAU
17c, Regent Street, S.W.1

C. Brandauer & Co.'s Ltd.

CIRCULAR POINTED PENS.

**SEVEN PRIZE
MEDALS**



These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 9d., to be obtained from all Stationers. If out of stock, send 10½d. in stamps direct to the Works, Birmingham

London Warehouse: 124, NEWGATE STREET, E.C.



BERNE

When visiting Switzerland do not fail to see the historic town of Berne, one of the most interesting cities of mediæval times, with lofty bridges, arcaded streets, curious old towers and artistic fountains. Famous Cathedral. Magnificent view of the near-by Alps. A splendid centre for excursions by rail or road. Numerous Automobile trips. Excellent Hotels, fine Kursaal, Casino, Concerts. Dancing, Variety Theatre and Cinemas. Ask for Prospectus No. 16.

For all information apply to:

**OFFICIAL
ENQUIRY OFFICE,
BERNE,**

or write for Berne Booklets to the
Swiss Federal Railways, Carlton
House, 11b, Regent Street,
London, S.W.1.

NOVIO Thin Soft Strong & Silky
TOILET PAPER
Wholesale: Chadwick Works, Grove Park, S.E.5

**The Pick of the Theatres; The Pick of the Films;
All the Best Society Snapshots; The Pick of the
Humorous Artists; The Pick of Short - Story
Writers. Cheery Articles by the Best Authors**

UPON EVERYTHING THAT IS OF INTEREST AT THE MOMENT
WILL BE PRESENTED BY THIS LITTLE LADY EVERY WEEK.

PRICE
ONE SHILLING
Weekly

The
Sketch

"Art & Actuality"
sums up her
Stock-in-Trade.

PRICE
ONE SHILLING
Weekly

The
Sketch

"Art & Actuality"
sums up her
Stock-in-Trade.



*Don't wait to buy an odd Number. Have this, the cheeriest of
all the Weeklies, brought to your door by taking out a Subscription
either from your nearest Newsagent or from the Publishing Office.*

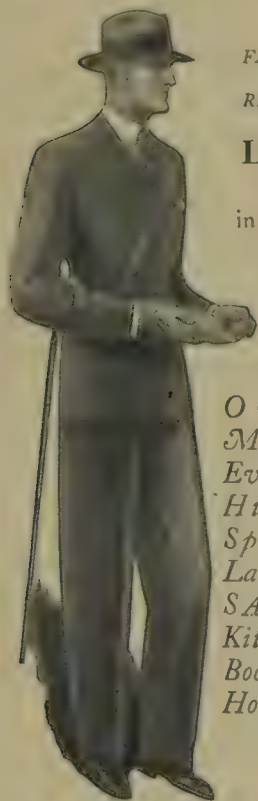
See what you get for an Annual Subscription : some 2000 pages
of interesting articles and illustrations, in addition to a gallery
of OVER 400 PICTURES IN COLOURS.

One Shilling Weekly : Yearly Subscription—Inland (including
Christmas Number), £3 3s. 3d.

From all Newsagents, or from the Publishing Office,
16, ESSEX ST., STRAND, LONDON, W.C.2.

MOSS BROS & CO. LTD.

Naval, Military R.A.F. & Civil Outfitters



The
FAMOUS HOUSE
for
READY-TO-WEAR

LOUNGE SUITS

in the smartest and
most exclusive
styles.

Light
Overcoats,
Morning Suits,
Evening Dress,
Hunting and
Sporting Kit,
Ladies' Habits,
SADDLERY,
Kit Bags, Trunks,
Boots and Shoes,
Hosiery, Binocu-
lars, etc.

The name of "Moss Bros." is
a tradition the world over
wherever men speak of "KIT."

ONLY ADDRESS

Corner of **KING ST** and
COVENT-GARDEN
(JUST OFF THE STRAND) W.C.2

Telephone: Gerrard 3750 (3 lines).
Wires: "Parsee Rand, London."

TERMS OF SUBSCRIPTION (1928) to 'THE ILLUSTRATED LONDON NEWS'

	U.K.	CANADA	ABROAD.
12 Months (In- cluding Xmas No.)	£3 4 0	£3 1 8	£3 11 4
9 Months.....	£1 10 0	£1 9 3	£1 13 9
(Including Xmas No.)	£1 14 0	£1 12 6	£1 17 6
3 Months.....	15 0	14 8	17 0
(Including Xmas No.)	18 10	17 10	£1 0 4

Subscriptions must be paid in advance, direct to the Publishing Office, 16, Essex St., Strand, in English money; by cheques, crossed "The National Provincial & Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 16, Essex St., Strand, London, W.C.2.

SAINT LUNAIRE (near Dinard)

The finest Sands in Brittany.

The GRAND HOTEL

Right on the shore.

Well-known English Family Hotel.
GREAT COMFORT.

Tennis—12 Courts. Golf—18 Holes.

ATLANTIC HOTEL

YOUR HOME ABROAD **NICE**
with its 200 rooms and baths
is one of the best with moderate terms.

HINDES HAIR WAVERS

Ten minutes of HINDES
WAVERS whilst dressing
will keep the side hair
perfectly waved.

Antexema

A cooling liquid cream for eczema, rashes, etc. Instant
Relief 1/3 and 8/6 pots. Supplied the world over. Estab. 1885

DRINK PURE WATER

BERKEFELD FILTER

Sardinia House, Kingsway, London, W.C.2



The mighty hills of Scotland

What is a holiday without hills, and where are
there hills like Scottish hills?

Purple with heather and steeped in romance, the
Scottish hills are the world's playground.
They go soaring up beside the line, and your
spirits soar with them, and all the cares of
everyday life in the town are left behind and
disappear. What a renewing of your spirits,
what a freshening and quickening of the life
within! What a change! What a holiday!

Send for these Holiday Guides

Send remittance for the Holiday Guides you want to Divisional Passenger
Commercial Superintendent, Euston Station, London, N.W.1.

The following will be sent Post Free.

Scottish Tours Booklet	The Gramplans to the Sea.
Edinburgh and the Borders.	Trossachs Booklet.
Glasgow and Clyde Coast.	Dumfries and Galloway.
Central Highlands.	Inverness and the North.
Oban and Lorne.	Strathspey and Moray Firth.
Strathpeffer Guide	The Land of Burns.
Clanland—The Story of the Scottish Clans	...
Fishing and Shooting on the L.M.S.	...
Scottish Apartments Guide	...

The booklet, "LMS Service," containing an outline of the principal holiday
facilities will be sent post free.

These Guides are obtainable from any LMS Station, town office or
bookstall

Stay at LMS Hotels

LMS

LONDON MIDLAND & SCOTTISH RAILWAY
Euston and St. Pancras

"first across the border"



"THE MAY FLY."

He has just taken a
"natural." Will he
accept yours?

Everything depends upon the
way you present the fly.

Accurate casting, the delicate
placing of the fly in difficult
spots, means the skilled use
of the finest Rod and Tackle
procureable.

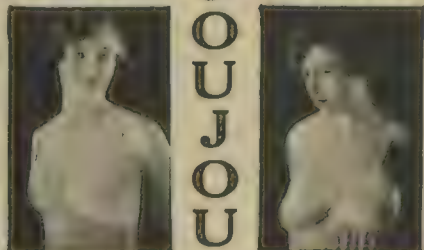
In HARDY "PALAKONA"
Split Bamboo Rods, HARDY
Reels, Lines, Flies, etc., you
will find equipment which en-
sures success. It is the BEST
the world provides.

For full particulars of 'HARDY'S'
unique Rods, Reels and Tackle,
write for copy of Anglers' Guide
and Catalogue with coloured plates
of Flies, etc.; 400 pages. Now
Ready—FREE.



**HARDY
BROS., LTD.**
32, Bondgate,
ALNWICK,
NORTHUMBERLAND
61, Pall Mall, London.
12, Moulst Street,
Manchester.
101, Princes Street,
Edinburgh.

BREAST J SUPPORT



Only JOURNAL can give this correct improvement,
as the illustration on the right shows; JOURNAL is
a necessity for all Women to wear day and night.

Also invaluable for all purposes.

However small or large, the bust
needs JOURNAL, which guards
against Cancer, Pain and Tumours.

"Doctors appeal to Women to defy all Substitute
bodices which cause great anxiety. JOURNAL is
the only support they advise in confidence. It is
prescribed to all Women to wear it."

Give us the opportunity to supply Breast Sup-
porter, which is well approved by Doctors; we
make a speciality of its kind for all figures.
JOURNAL CORSETS, BELTS, etc.

Orders guaranteed immediately executed by
return post. Free Illustrated Circular. If not
satisfactory, money refunded in U.K. only on
receipt of goods by return post. Personal fitting
when calling, or send your order.

White, fine material, 15/6	Pink Silk, Detachable straps, 37/6
For bathing or during maternity, rubber or waterproof from 25/6	Strong White Silk Material 32/6
Small Figures only.	For Heavy, Full, Loose Figures or Maternity

Prices vary in respect to one's requirements

Please state Bust and Underbust measurements.

Post Free only in U.K. Obtained only from:—
"JOURNAL" Co. 1668,
49, BAKER STREET, LONDON, W.1

CHIVERS' CARPET SOAP

CLEANS CARPETS LIKE NEW
Tested & Proved for 3 generations



£1150 IN PRIZES for Needlewomen

1ST PRIZE £250
2ND PRIZE £100
3RD PRIZE £50
50 PRIZES OF £5
500 PRIZES OF £1



Competition
closes
July 31st
1928

You can capitalise your needlecraft, can produce exquisitely dainty lingerie, and at the same time, by observing simple conditions qualify for substantial cash prizes offered by Horrockses.

Horrockses ask you to make up a set of underwear comprising any TWO of the following garments:

- 1 Cami-Knicker, Cami-Bocker or Camisole and Knickers.
- 2 Nightdress or Pyjamas.
- 3 Princess Petticoat.
- 4 Boudoir Cap.

and to send it on or before July 31st, to The Ladies' Needlework Committee, Shurdington, Cheltenham, Glos., where it will be judged by an impartial committee of Needlework Teachers and Examiners.

CONDITIONS.

To qualify for one of the prizes you must make the garments from Horrockses "Nymphalene" and stitch to your entry an invoice from the retailer who sells you the material, giving plain evidence of the purchase of Horrockses "Nymphalene," together with your name and address.

The decision of the judges will be final and legally binding and acceptance of their ruling will be an express condition of entry.

The garments awarded the first three prizes will become the property of Horrockses, Crewdson & Co. Ltd. All others will be returned to the competitors.

Horrockses "Nymphalene" is a nymph-like cotton material produced in fifty delightful pastel shades and figured designs—all guaranteed fast colours. Although it is almost fragile in looks it has unbelievable strength and will wash and wear almost endlessly.

"Nymphalene" is usually sold at 1/11½d. per yard.

Ask your Draper to shew you the wonderful range of patterns.

Horrockses Regd. NYMPHALENE

Made by the Makers of the World-famous Longcloth

HORROCKSES CREWDSON & CO. LTD., — PRESTON, MANCHESTER & LONDON S.H.40

GREY HAIR

The real secret of naturalness in recoloured hair is to make an application of Inecto. Your hair's natural colour will be fully restored, with its soft sheen and youthful texture. Inecto is perfect and permanent, and you can apply it at home with complete success or have your hair recoloured at these Salons. Write for the interesting Inecto booklet.

INECTO SALONS

32, DOVER STREET, or 5, NORTH AUDLEY STREET, W.1.

Laugh as you read "ONE AT A TIME"

By R. S. HOOPER.

("Simple Simon" of "EVE, The Lady's Pictorial.") Author of "And the Next."

THE FUNNIEST BOOK OF THE YEAR.

John Lane, The Bodley Head.

6s. Net.

SAFE- EXCLUSIVE-



The most fascinating and practical watch ever introduced. Proof against shocks, dust, and glass breakage.

The only practical watch ever made for a lady's bag.

Ermeto

(PATENTED)

the stylish watch for the modern age.

de TREVARS LTD.
(Retail Dept.)

197a, Regent St., London
Sole Wholesale Agents for U.K.



Two hours from London by airline "SABENA."
Three and half hours from Paris by "PULLMAN."

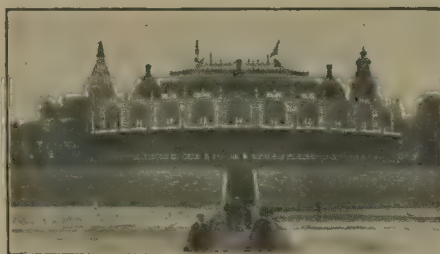
OSTEND

offers you

a glorious healthy, bracing holiday

At "THE KURSAAL"

All the
Attractions
of
Monte Carlo.
Magnificent
Ball Rooms.



Concerts
by
the finest
Artists
in
the world.

Orchestra of 100 selected Players.

The most luxurious hotel in Europe, with Cercle Privé, is

THE ROYAL PALACE

under the same management as the Carlton, Cannes, & the Scribe, Paris.

OSTEND ATTRACTIONS.

Racing daily from 1st July to 31st August. Four million francs in prizes.

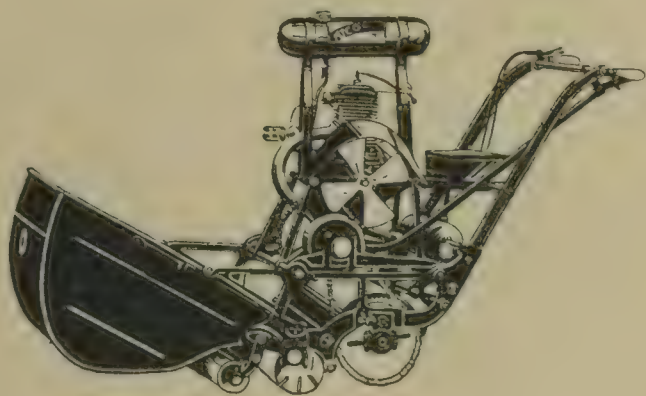
Magnificent Sands. Bathing. Tennis. Golf. Excursions.

Golf Championship, 14th July and 21st August.

Tennis, 20th July to 7th August.

International Automobile Show 21st July to 5th August.

A SOUND INVESTMENT



MONEY INVESTED IN AN
ATCO MOTOR MOWER
RETURNS A THREE-FOLD
PROFIT — LABOUR COSTS
ARE SAVED, MOWING
TIME IS REDUCED AND
THE QUALITY OF THE
:: TURF IS IMPROVED. ::

ATCO

ALL BRITISH
MOTOR MOWER

SIX MODELS. Sizes from
14 inches at prices from

30 GUINEAS

Send for latest Catalogue.
Any ATCO Model may be
obtained for first payment of

from **£8**

Balance in 12 monthly sums.

Ask for Free Demonstration

CHAS. H. PUGH, LIMITED,
Whitworth Works, 11, Tilton Road,
BIRMINGHAM

THE ATCO MOTOR MOWER IS PRODUCED
BY THE MANUFACTURERS OF THE
ALFRED APPLEBY CYCLE CHAIN
THE BEST CYCLE CHAIN IN THE WORLD



THE ESSENTIAL SMARTNESS

THE Season's smartest function—your whole social world is there—in fine clothes and fine cars. Your own limousine has been polished until its pristine brightness is restored; bodywork glistens—shining metal reflects the energy bestowed on it—a car to be proud of. Your car is worthy of the occasion—is your chauffeur worthy of the car? Or do you suddenly realise that the whole effect is spoiled by your driver's dowdy clothes? Do you regret you did not add to his outfit the essential item of summer smartness, a Dustcoat by Dunhills? Make certain in future your entire equipage reflects your pride of ownership. Here are the prices of Dunhill Dustcoats:

The "CONDUIT," as illustrated.

Grey Alpaca	..	..	70/-
Blue "	..	..	70/-
Grey "	..	..	47/6
Blue "	..	..	47/6
Grey "	..	..	37/6
Blue "	..	..	37/6
Biscuit Poplin	..	..	36/6
Best White Drill	..	..	32/6
Second quality Drill	..	..	22/6

"THE EUSTON," Button-to-neck style.

Grey Alpaca	..	..	70/-
Blue "	..	..	70/-
Grey Poplin	..	..	32/6
Best White Drill	..	..	32/6
Second quality Drill	..	..	22/6
Best Crash	..	..	27/6
Ditto, with Blue Collar & Cuffs	..	..	30/-
Second quality Crash	..	..	18/6
Ditto, with Blue Collar & Cuffs	..	..	21/-

DUNHILLS "SUMAIR" CAP.

The cap shown at the foot of our illustration is Dunhills special "Sumair" Cap for chauffeurs, which is specially designed for summer wear. It is perfectly ventilated by fine wire gauze all round the top of the band. There is no padding, and its weight is only 6 oz. Price 17/6.

Write for Dust Coat List No. D 10.

The Smartest Liveries

Dunhills new season's Livery Uniforms are worthy of their reputation. Of fine materials, smartly designed, the prices range from 12 Gns down to 5 Gns. Full particulars with patterns in any desired colour will be sent free on request.

You should also write for List of Picnic Cases

Dunhills

Limited

2, CONDUIT STREET, REGENT STREET, W. 1
359 - 361, EUSTON ROAD, LONDON, N.W. 1
Also in GLASGOW at 72, ST. VINCENT STREET.

Telegrams:
"Paddywhack, Piccy, London."



Telephones:
Gerrard 4631-4632

By Appointment to
H.M. the late Queen Alexandra

Turnbull & Asser

Sports Jerseys



71-72, JERMYN STREET,
ST. JAMES, LONDON, S.W.1.

FASHIONABLE EVENING GOWNS

DISTINCTIVE EVENING GOWN. An exact copy of a Jean Patou model, in floral georgette over crêpe-de-Chine; bodice composed of fine tucks, and skirt with godet frills bound throughout with rouleaux of own material; belt with fancy ornament in front. In artistic designs and attractive colourings.

PRICE $10\frac{1}{2}$ GNS.

Model Gown Department.

**Debenham
& Freebody.**
(DEBENHAM LIMITED)
Wigmore Street,
(Cavendish Square), London, W.1.



Catalogue Post Free.

Kenneth Durward Ltd.

THE HOME OF FAMOUS LONDON MADE COATS

One of the most popular Coats ever designed and cut by Kenneth Durward is the "Aintree"—both the D.B. and S.B. Coats are ideal for the purpose for which they are built.

The Double Breasted for Motor, Travel and Steamer wear is distinguished in appearance, and the warmth and comfort makes it pleasurable to wear.

The Single Breasted, suitable for Town and Country wear, is a smart coat, ideal for walking, and retains the warmth and comfort of the Double Breasted.

Obtainable
ready for immediate wear
or to order.

Single Breasted,
from 6 Gns.

Double Breasted,
from 7 Gns.



Write for
patterns with
easy form of
self measurement,
sent post
free on application.

37, CONDUIT ST., LONDON W.1

When Choosing an Overcoat

remember that its prime purpose is protection. Not protection in any one kind of weather, but under all conditions—wet or fine, warm or cold.

BURBERRY OVERCOATS

give double service—

Overcoat and Weatherproof in One Garment

They defy heavy rain and exclude cold winds, yet light and naturally ventilating, are worn on warm days without the least suggestion of overheating.

No matter for what purpose an Overcoat is required, a Burberry Overcoat is pre-eminently the coat to select, because it not only ensures complete protection, but reveals its wearer's good taste by its simple elegance, fine workmanship and the choice quality of its material.



Mention of "Illustrated London News" will bring
Catalogue illustrating Overcoats for Every Occasion
and patterns of the season's new cloths.

BURBERRYS Ltd. HAYMARKET LONDON S.W.1

DEAUVILLE

From Easter to the End of September.

DEAUVILLE—"La Plage Fleurie"

116 miles from Paris — Fine motoring
route — From Easter trains run direct—
"Pullman" in July, August and September.

~ ~ ~

NORMANDY HOTEL

500 rooms, all fitted with bathrooms and telephone.

ROYAL HOTEL

400 rooms with bathroom attached.

*To reserve rooms write to the Directors of the Hotels,
or telephone to the Bureau de Paris, 73, Rue d'Anjou.*

Telephone: Gutenberg 00.02 and 00.03

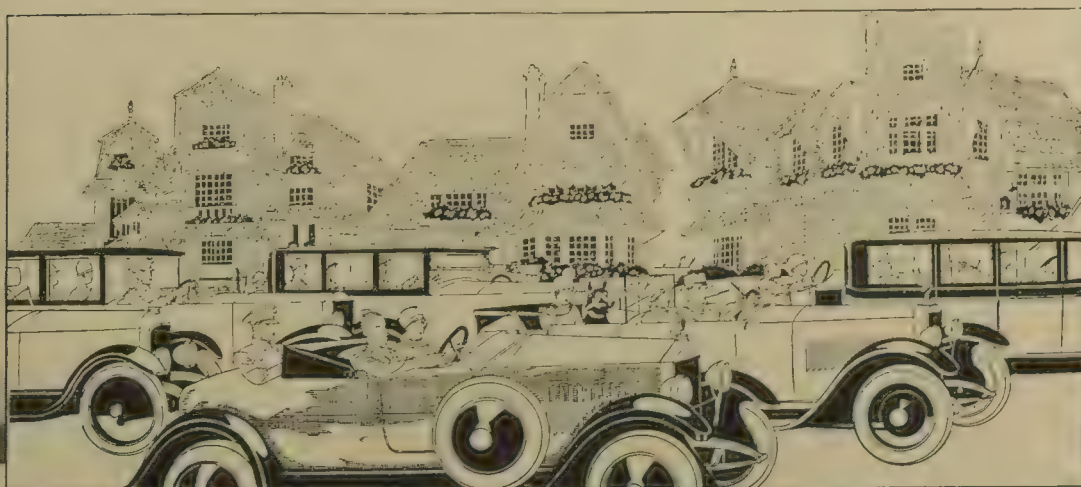
~ ~ ~

From Easter onwards the hotels are open. Pigeon-shooting, Golf, Polo, Tennis. Bathing in the most luxurious establishment, and on the most beautiful beach in the world. Week-ends at the Casino, a great success. Saturday galas becoming more and more popular. At the Theatres, the leading stars; at the Cinema, the best films. Race Meetings and Steeplechasing take place in July on the new Racecourse at Clairefontaine a few days prior to the great August Meeting held on the Racecourse of the Société d'Encouragement (four millions in prizes). They continue at Clairefontaine until the 15th September.

In July, with the great Regatta Week, Deauville is the French Cowes.

The new d'Arnould Golf Links will be opened in 1929, and they will be one of the finest courses in the world.

For further information apply to the Syndicat d'Initiative.



MODERN MARTYRS



THE TENNIS STAR.

Half athlete, half mannequin, with a siren touch,
 Snapped, & sketched, & interviewed—racquets in my clutch—
 I'm a Human Tennis-Ball bandied to and fro,
 'Twixt the Public and the Press everywhere I go.

How divine to vegetate, far from stunts I scorn,
 In a country parsonage with a croquet lawn!
 I'd abjure all tennis-kits of intriguing colours
 Were it not for daily gifts of adored Abdullas.

F. R. Holmes

ABDULLA SUPERB CIGARETTES

TURKISH

EGYPTIAN

VIRGINIA

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

SATURDAY, JUNE 16, 1928.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



SCIENCE ON THE SEA-FLOOR: MR. WILLIAM BEEBE MAKING NOTES UNDER WATER IN DIVING DRESS.

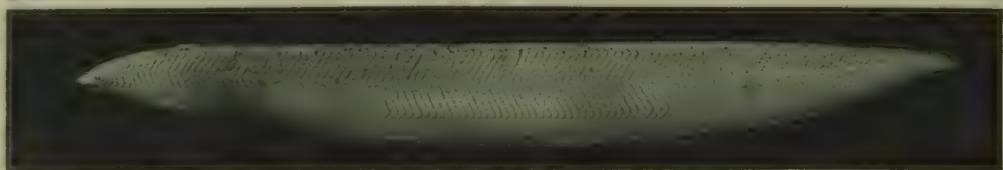
In our last number we reproduced some of Mr. Zarh Pritchard's remarkable submarine "landscapes" (lately placed on view at the Gieves Gallery, 22, Old Bond Street), which he painted, in diving dress, with oil colours on oiled canvas, at a depth of 50 ft. below the surface of the sea. Here we show an interesting scientific parallel, Mr. William Beebe, the well-known American biologist and explorer, in his diving helmet, recording

observations several fathoms under water, writing with a lead pencil on a zinc plate. On one occasion he reached a depth of 60 ft. At the time he was Director of the Haitian Expedition of the New York Zoological Society. The party spent five months in Haiti last year, operating from a ship anchored near a coral reef. Photographs of marine life, taken under water, are given on pages 1094 and 1095 of this number.

REPRODUCED FROM THE NEW YORK ZOOLOGICAL SOCIETY'S "BULLETIN." BY COURTESY OF THE SOCIETY.

"AN ALICE'S WONDERLAND" BENEATH THE WAVES: FILMING THE "DIM WATER-WORLD" UNDER SEA.

REPRODUCED FROM THE NEW YORK ZOOLOGICAL SOCIETY'S "BULLETIN." BY COURTESY OF THE SOCIETY.



A LARVAL EEL, OR LEPTOCEPHALUS: A PHOTOGRAPH TAKEN AT THE 2000-CANDLE-POWER ELECTRIC LIGHT SUBMERGED BENEATH THE WATER, OFF THE COAST OF HAITI.



A CARDINAL FISH LIVING AT THE BOTTOM OF A TUBULAR SPONGE (CUT TO SHOW IT): A SPECIES THAT LEAVES ITS LAIR ONLY AT NIGHT



GIANT SEA-CUCUMBERS LIKE 12-INCH MAGGOTS, CRAWLING IN SOFT, OILY, AGELESS OOZE AT THE BOTTOM OF THE SEA, AT A DEPTH OF 10 FATHOMS.



A SEASCAPE OF SAND CAY, THREE FATHOMS DOWN, SHOWING "BRAIN" CORAL AND OTHER FORMS OF CORAL, SPONGES, AND GORGONIAS, IN THE HEART OF THE CORAL REEF: AN ENLARGEMENT OF A FILM TAKEN WITH THE CAMERA SHOWN ABOVE.



FILMING SUBMARINE LIFE ON THE SEA FLOOR: MR. FLOYD CROSBY AT WORK UNDER WATER, TAKING MOTION PICTURES WITH A HAND CAMERA IN A WATER-TIGHT BRASS BOX.



A LONG-PLUMED SCORPION FISH AS IT LOOKS WHEN SWIMMING TOWARDS THE DIVER: A STRANGE CREATURE ENCOUNTERED BY MR. BEEBE IN ITS OWN ELEMENT.

Describing the results of the New York Zoological Society's Haitian Expedition, the Director, Mr. William Beebe, writes: "In 100 days we secured between 280 and 300 species of fish in one small area of the Gulf of Gonave, near Port-au-Prince. The director spent several hours every possible day, diving at one or the other of two reefs. A brass box was made, fitted to hold a hand-motion picture camera, and with this on a weighted tripod 1000 ft. of splendid film was obtained by Mr. Floyd Crosby, 15 to 30 ft. under water. Living coral of many species, sea-fans, sponges, and fish are shown. . . . One calm day I reached ageless ooze at a depth of 60 ft. Ten fathoms down, I walked about on soft mud, and

where the only life was great maggot-like sea-cucumbers. . . . Facts innumerable came to me at every submersion. . . . It was a surprise to me to find fish living in tall sponges. . . . The general impression of hours and days spent at the bottom of the sea is its fairylike unreality. It is, in all truth, an Alice's Wonderland. The flowers are worms, and the boulders living creatures; here we weigh but a fraction of what we do on land. Here we can support ourselves with the crook of our little finger, and when we let go we fall too slowly for injury. Until we have found our way to the surface of some other planet, the bottom of the sea will remain the loveliest and the strangest place we can imagine."

CURIOSITIES OF THE SEA: STRANGE FORMS OF LIFE IN HAITIAN WATERS.

REPRODUCED FROM THE NEW YORK ZOOLOGICAL SOCIETY'S "BULLETIN."
BY COURTESY OF THE SOCIETY.



1. THE HAITIAN BAT-FISH: A RELATIVE OF THE SEA-DEVIL (NO. 8), AND THE MOST SPECIALISED OF FISHES.

"When walking about on a coral reef," writes Mr. Beebe, "I saw the strange sea-bats or Diablos, creeping slowly along the sandy bottom. These are related to the Sea-Devils." The fins are borne on the extremities of fleshy, arm-like structures, and the gills are placed further back than in any other group of fish."



2. THE WEIRD "ARROW" CRAB OF HAITIAN WATERS: ONE OF THE STRANGE CRUSTACEANS FOUND ON THE SEA FLOOR.

"When I climbed about the great elk-horn coral branches," writes Mr. William Beebe, "I often saw weird arrow crabs crawling up from blue depths far beneath me." A photograph of Mr. Beebe, taken under water, and showing him writing down observations of marine life at the bottom of the sea, appears on our front page.

3. THE HAITIAN BAT-FISH: A FRONT VIEW OF THE CREATURE SEEN IN NO. 1.

"In the centre of the forehead is visible the short, bilobed tentacle. In this case (i.e., unlike the Sea-Devil in No. 8) it is not luminous, but can be erected above the cavity on which it usually rests, and probably functions as a sense organ."



4. WITH CLAWS ABSURDLY LIKE THE HEADS OF FIGHTING-CKOCKS, AND DOVETAILING TOGETHER: A CALAPPA CRAB.

"The Calappa is a box crab, which dares to leave its safe crevice and creep about the coral reef in broad daylight. This is because, on the approach of danger, it can fold its claws and legs so closely that no chink, vulnerable for attack, is left. The claws, when examined by themselves, bear a ludicrous resemblance to the heads, beaks, and combs of a pair of fighting-



5. THE CALAPPA CRAB PREPARED FOR DEFENCE: A "BOX" CRAB, ABLE TO FOLD ITS CLAWS SO CLOSELY AS TO LEAVE NO VULNERABLE CHINK.

cocks. They are very unlike in outline and general shape, and, when folded close over the head and face of the crab, dovetail exactly together, forming, like a raised drawbridge, a most efficient barrier. In no two crabs are the opposing claws exactly alike. The irregular edges always complement each other; convexity faces concavity."



6. THE GIANT HAITIAN LOBSTER: A CONTRAST TO THE LARVAL FORM (NO. 7).

"Nothing could be less alike than the adult, giant, many-coloured Haitian lobster (left) and its delicate, transparent, swimming larva (right). The latter is called Phyllostoma, and for many years was thought to be wholly unrelated to what we now know to be its gigantic parent. At night we watched these brilliant lobsters, two or three feet long, crawling slowly about the reefs, and harpooned them, finding them delicious eating. When the electric light was lowered beneath the surface, the glassy larvæ came in numbers, quite invisible until captured."



7. THE LARVA OF THE HAITIAN LOBSTER: A CONTRAST TO THE ADULT FORM (NO. 6).



8. WITH LUMINOUS TENTACLE TO LIGHT "THE ETERNAL DARKNESS": THE SEA-DEVIL, OR DEVIL FISH.

"The Sea-Bats (Nos. 1 and 3) are related to the Sea-Devils. . . . This one (writes Mr. Beebe) I captured from the 'Arcturus' (his former ship) at a depth of a half-mile in the open sea. Its elongated tentacle was luminous, and doubtless of value in discovering prey or detecting enemies in the eternal darkness of its haunts."



By G. K. CHESTERTON.

SINCE I wrote recently of "The Open Conspiracy," the last book by Mr. H. G. Wells, I have read it again with closer interest and attention; for, indeed, my first criticism concerned only one small point. The book itself deserves the most considerate criticism, and yet it is not easy to criticise. Perhaps it is best to begin at the beginning, and state the matter in the simplest terms.

Mr. Wells believes that the world now wants a world peace, and apparently wants it more than anything else. The world has always wanted a world peace, and often wanted it very much; only (and this is the point) it certainly did not then, and it possibly may not now, want it more than anything else. And it is to that distinction that Mr. Wells, as it seems to me, pays too little attention. Europe felt that need for unity so strongly that it four or five times attempted it, and two or three times practically achieved it. And the queer thing is that when, for once in a way, it was achieved, Mr. Wells does not think much of the achievement. It was largely achieved in the material sphere by Pagan Rome; and Mr. Wells detests Pagan Rome. It was largely achieved in the moral sphere by Christian Rome; and Mr. Wells abominates Christian Rome. Its establishment was attempted by Charlemagne; and I do not think he thinks much of Charlemagne. Its establishment was re-attempted by Napoleon; and I know he foams with rage at the very name of Napoleon. He thus finds himself in a somewhat difficult relation to the whole Outline of History; perpetually affirming that a certain thing must be done, and perpetually abusing everybody who ever tried to do it. St. Augustine said in jest, "Confound the people who said beforehand what I wanted to say." Mr. Wells seems to find it necessary to say seriously: "Confound the people who did beforehand what I want to do." Of course, their work was unfinished, as his is untried. But it is by eliminating theirs that he reaches his own alternative idea.

He suggests that there is a third way of bringing about international unification, and it is this which he calls the Open Conspiracy. I cannot say that it entirely convinces me as a thing likely to convince mankind. It seems to me that if we cannot get a general rule accepted, like that of the Rome of Augustus, we must get a general moral philosophy accepted, like that of the Rome of Gregory. That is, we must either submit to one common culture or we must agree on one common creed; that is the nearest we can ever get to making an authority that can really arbitrate and have its arbitration accepted. Even then we cannot make conflict impossible. But we can make controversy possible. We can make it rational to argue and debate, by agreeing on the first principles we debate on, and accepting a certain standard of values. Otherwise conflict will always be possible, because controversy is impossible.

Suppose there is a Prussian who thinks that nothing matters except Prussia, and a Bolshevik who thinks that nothing matters except Bolshevism. It is utterly futile to ask that they should argue and not fight. What have they got to argue about? What have they got to argue with? Where is the argument supposed to begin and how is it supposed to end? The Junker can be told that his arrogance is bad for internationalism; but he does not care what happens to internationalism. The Communist can be told that his internationalism would destroy patriotism; but he wants to destroy patriotism. There can be no sort of agreement, there can be no sort of argument, there can certainly be no sort of acceptable arbitration,

between people whose *fundamental* values are different. I take the harsh and narrow sort of patriotism that was called Prussianism, and the harsh and narrow form of Collectivism that is called Bolshevism, because they happen to be the two best modern examples of entirely separatist and self-existent new philosophies. It is perhaps worth noting that they are the two philosophies, belonging to the two great communities which were never inside the system either of Pagan or of Christian Rome.

Anyhow, Mr. Wells faces fairly enough the fact that he wants something done which several people have tried to do, and that he cannot abide their way of doing it. He therefore has to sketch out some suggestion at least of his own way of doing it. And

but a blundering side issue and an accident on the flank of true progress. I think it is true that Bolshevism is much weaker for having won. Utopia always wins best in what is, in another than the Wellsian sense, a War in the Air. When the heavenly kingdom becomes an earthly paradise, it sometimes tends to be a hell upon earth. But it sometimes tends to be what is even worse, or at least weaker—a very earthy imitation of the earth. So long as revolution is a failure, we all feel that it holds the promise of success. It is when it is a success that it is so often a failure.

In any case, Mr. Wells leaves it on one side for a failure; if only because he does not like any of these definite solutions, old or new. He dislikes the

Romans because they had a military grasp, and the Popes because they had a moral grasp, and even the Marxians because, like the Calvinists, they had at least a sort of logical grasp. It is his instinct that any sort of grasp is too grasping. It is associated in his mind with what I should call tyranny and he would probably miscall authority. And as he will not establish a universal order by grasping, he wishes to do it by groping. By a process which he frankly admits to be casual, sporadic, patchy, and even partly unconscious, there is to grow up a general tendency towards establishing a world control.

But it seems to me that a good many other things might happen, if there is nothing to control the movement towards control. Ideas can be perverted only too easily even when they are strict ideas; I cannot see how we preserve them from perversion merely by making them loose ideas. A thing like the Catholic system is a system; that is, one idea balances and corrects another. A man like Mahomet or Marx, or, in his own way, Calvin, finds that system too complex, and simplifies everything to a single idea. But it is a definite idea. He naturally builds a rather unbalanced system with his one definite idea. But I cannot see why there should be a better chance for a man trying to build up a balanced system with one indefinite idea. And universality is not only an indefinite idea; universality is also a narrow idea. It is all on one note; it is not the true harmony, which is the right *proportion* of the universal and the particular. "God is not infinity," said Coventry Patmore profoundly, "He is the synthesis of infinity and boundary."

There are two other difficulties I feel in this glorification of world government. One is the very simple fact that the real difficulty of representative government is how to make it represent, even in the smallest of small nationalities, even in the nearest parish council. Why we should talk as if we should have more influence over rulers governing the whole earth from Geneva or Chicago, I have never been able to see. Mr. Wells can spread himself in describing how "world controls" would control us. He seems relatively vague about how we should control them. The other objection is less simple and would need a more atmospheric description, but it is even more real. Mr. Wells is driven to perpetual disparagement of patriotism and militant memories, and yet his appeal is always to the historic pride of man. Now nearly all normal men have in fact received their civilisation through their citizenship; and to lose their past would be to lose their link with mankind. An Englishman who is not English is not European; a Frenchman who is not fully French is not fully human. Nations have not always been seals or stoppers closing up the ancient wine of the world; they have been the vessels that received it. And, as with many ancient vessels, each of them is a work of art.



THE FIRST ENGLISHMAN TO FLY OVER ENGLISH SOIL (IN A MACHINE OF HIS OWN DESIGN) HONOURED ON THE TWENTIETH ANNIVERSARY OF HIS FEAT: MR. ALLIOTT VERDON ROE.

Mr. A. V. Roe, the famous pioneer of British aviation, was the guest of honour at a dinner given at the Savoy Hotel, on June 8, by the Royal Aeronautical Society, Royal Aero Club, Air League of the British Empire, and Society of British Aircraft Constructors. The date was the twentieth anniversary of the first flight ever made in this country, on June 8, 1908, when Mr. Roe, in a machine of his own design, with a French "Antoinette" engine, flew for some 60 yards at a height of 2 ft. These modest figures are eloquent of the enormous strides since made in aviation—progress in which no small part has been played by his famous aeroplanes, on which most of the Air Force pilots have been trained. Further illustrations of his early experiments appear on the opposite page. Mr. A. V. Roe was born on April 26, 1877, and began life as an apprentice at the Lancashire and Yorkshire Railway Locomotive Works. Later he entered Portsmouth Dockyard, and in his leisure time gained distinction as a racing cyclist. In 1899, having studied marine engineering at King's College, London, he joined the Merchant Service, and during three years at sea as a marine engineer his ideas were stimulated by watching the flight of seagulls and albatrosses. In 1902 he became a draughtsman in the budding motor-car industry, and it was then that he first took to designing aeroplanes.

it is this which makes the book exceedingly interesting and not very convincing. He is certainly in no sense a rigid or rabid Socialist, after the fashion of a Bolshevik. He makes it clear that he has no belief in the crude Communist simplification; that he believes, as he expresses it, that the Russian Revolution was

THE FIRST BRITISH FLIGHT: MR. A. V. ROE AND HIS EARLY AEROPLANES.

PHOTOGRAPHS (EXCEPT NOS. 4 AND 5) BY COURTESY OF "FLIGHT." (SEE ILLUSTRATION ON THE OPPOSITE PAGE.)



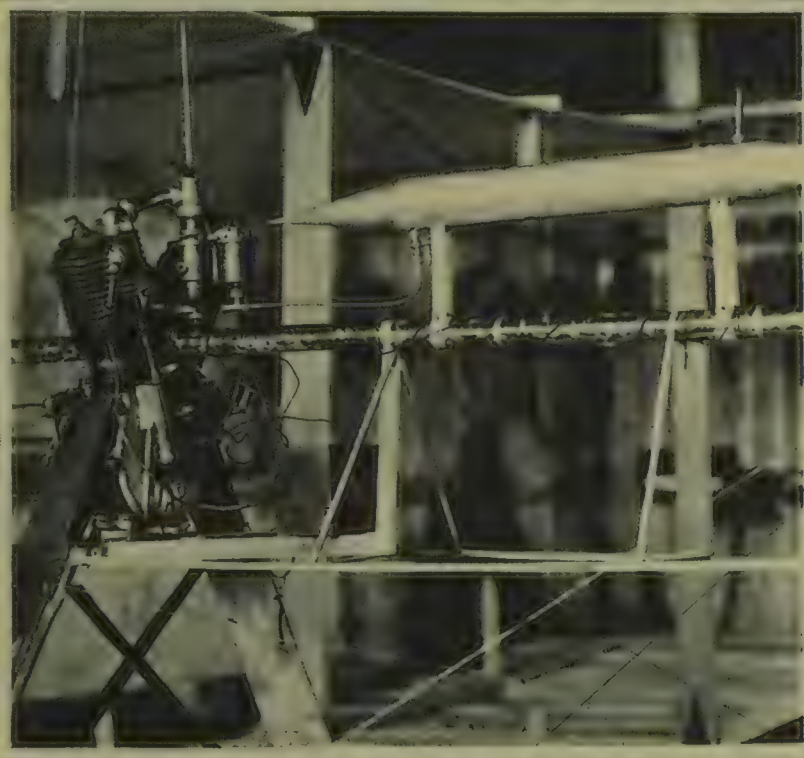
1. IN 1907: MR. A. V. ROE WITH HIS MODEL AEROPLANE (MADE OF WOOD, PAPER, AND WIRE, WITH ELASTIC FOR POWER) AWARDED THE "DAILY MAIL" FIRST PRIZE FOR FLYING MODELS.



2. AT BROOKLANDS, BEFORE HE RECEIVED NOTICE TO QUIT IN 1908 AND TRANSFERRED HIS MACHINE TO THE LEA MARSHES: MR. A. V. ROE'S BIPLANE OF 1907-8—THE FIRST BRITISH AEROPLANE—ON THE MOTOR-RACING TRACK.



3. THE PIONEER OF BRITISH AVIATION: MR. A. V. ROE, THE FIRST ENGLISH-MAN TO FLY IN ENGLAND, SEATED IN HIS BIPLANE DESIGNED BY HIMSELF IN 1907.



4. FOR FOURTEEN YEARS THE LOWEST-POWERED AEROPLANE FLOWN IN ENGLAND: THE 9-H.P. J.A.P. MOTOR-CYCLE ENGINE FITTED ON BAMBOO IN MR. ROE'S 1909 TRIPLANE.



5. SHOWING THE PECULIAR OBLONG BLADES OF THE "PROPELLER": A TRACTOR TRIPLANE, NAMED THE "BULLS' EYE AVROPLANE," WHICH WAS CONSTRUCTED BY MR. A. V. ROE IN 1909.



6. IN 1909: MR. A. V. ROE CARRYING A PASSENGER IN HIS TRACTOR TRIPLANE (WITH 9-H.P. J.A.P. ENGINE) IN WHICH HE MADE THE FIRST SUCCESSFUL FLIGHT IN AN ALL-BRITISH MACHINE.

As noted on the opposite page, Mr. A. V. Roe has just been honoured as the pioneer of British aviation, to which he has devoted himself since 1906. In 1907 he constructed his first aeroplane, which he took to Brooklands, and, while waiting for a 24-h.p. "Antoinette" engine ordered from France, persuaded motorists to tow him in it by way of experiment. After many months, the "Antoinette" engine arrived, and on June 8, 1908, the first English flight took place. Mr. Roe then received notice to quit Brooklands, and applied to the War Office for leave to erect a shed beside Mr Cody's on Laffan's Plain, but permission was refused. He then removed to Lea Marshes, where he rented two railway arches, and experi-

mented with his tractor-triplane constructed in his brother's stable at Putney. He had to dispose of his "Antoinette" engine, and had only a 9-h.p. J.A.P. motor-cycle engine designed by Mr. J. A. Prestwich. With this he made the first successful flight on an all-British machine, and for fourteen years it held the record as the lowest-powered aeroplane to fly in England. It is now in the Science Museum. Local authorities sought to prevent him from flying, and police-court proceedings were begun, but were dropped when Blériot flew the Channel. In 1910 was founded the firm of A. V. Roe and Co. In 1912 he developed the first enclosed aeroplane, and later the tractor-biplane, in particular the famous "Avro 504."

The World of the Theatre.

By J. T. GREIN.

SIR NIGEL PLAYFAIR.—YVETTE GUILBERT.—TOLSTOI CENTENARY.

THE knighthood conferred on Nigel Playfair has given much pleasure to the World of the Theatre. It was an honour long expected and long deferred. I remember that two years ago, around Christmas, it was whispered at the Savage Club, "Nigel is to be knighted," and the general consensus was: "A jolly good thing, too! He, at any rate, has done something for the British Theatre." But the New Year's list came, and his name was not in it, and his friends felt truly disappointed; for it was a chance to prove that those who compiled the list of honours knew the value of work and persons in other spheres than politics and finance.

Now that the royal impress has been stamped on his work, it is well to remember that Playfair is not only an actor of mark and a playwright of record, but, above all, a manager, who has turned a lumbering little theatre at Hammersmith into an artistic Mecca, and has practically devoted the whole of his seven years' rule to British plays, British music, and the advance of British players. He has known parlous days, for it was not easy to drag the little Lyric Opera House from the slough, to rekindle the current that, for a spell, sent artistic London to see John Drinkwater's play. Playfair's real success began with "The Beggar's Opera," and, after its career of many moons and the triumph of his first revue, which added greatly to his laurels and brought Alfred Reynolds to the fore as a conductor and composer, his progress has been one constant ascent. Among the theatres of London, the Lyric, Hammersmith, occupies a place of its own. It is on the way to become a national institution: it has a definite policy; it is distinguished for its displays as well as its plays (think of the Zinkeisen

as a kind of curiosity, but to worship at the shrine of the grand-mistress of diction—perhaps the greatest *diseuse* ever known. Some people who have little discrimination have, in my hearing, compared Yvette to Ruth Draper, which is a great mistake. Miss Draper is, above all, an excellent actress endowed with the rare gift of single-handedness. Yvette is not an actress in the ordinary sense of the word, although she can vie with the best, but she is the vitaliser of the word *poetic*; and not only the poetry of modernity, but the poetry of the Dark Ages as well as the *grivois* poetry of Montmartre, the liturgical as well as the secular. She recites with song, but the song is secondary to the recitation; her voice is, as it

seen her on the stage and in her study devoting herself heart and soul to the cult of folk-lore; I have read her books—that fine novel, "La Vedette," her priceless volumes of Memoirs; I have known



"THIS YEAR OF PACE": THE OPENING CHORUS OF THE FOOTLIGHTS' REVUE AT CAMBRIDGE, PRODUCED AT THE NEW THEATRE DURING THE MAY WEEK FESTIVITIES.

The Footlights Dramatic Club at Cambridge has been particularly successful, this year with its annual revue, produced at the New Theatre, on June 4, in connection with the festivities of "May Week." Its title, "This Year of Pace," pays the tribute of parody to the Cochran revue at the London Pavilion—"This Year of Grace." The Footlights have sometimes brought their show to London after May Week. This year's revue contains twenty-three numbers, including some very clever sketches. All the female rôles are played by men.



ONE OF SEVERAL CLEVER SKETCHES IN THE FOOTLIGHTS' REVUE AT CAMBRIDGE: "A LATIN TRAGEDY"—(LEFT TO RIGHT) MR. J. O. WHITMEE, MR. R. L. CLOVER, MR. D. F. MARTINEAU, AND MR. C. T. D'ARCY HILDYARD.

decoration schemes); it has in Nigel Playfair a leader who by his breeding, his learning, and his innate taste, as well as his complete knowledge of the theatrical business, is the right man in the right place. May the new honour spur him to further enterprise and activity devoted to the cause of our drama!

Yvette Guilbert, triumphant at the Arts Theatre after nearly ten years' absence from London, has been advised to give a Professional Matinée as an object-lesson to our actors in the value of diction. I hope she will yield to the entreaties of her admirers, for truly, in these days of mumbling and whispering and vociferation without regard to articulation, it is more than necessary to bring home to actors and listeners alike the effect of perfect diction. Even Yvette's hearers who know no French admit that, if they do not understand the sense of the words, they can grasp the general sense from the inflection of her voice and, in no small degree, by the illustrative skill of her facial expression and gesticulation. In former days Yvette was mainly admired in London because she was *bizarre*—something quite different from our music-hall artiste (with an *e*)—because she was quaint to look at and was suspected of saying naughty things, absolutely "shocking" and inexpressible in English. Now the English hearer, be he French scholar or not, goes not only to see Yvette

de Kock and his lovers, and, in sharp contrast, in her wonderful Ballads of the Grandmothers—"immortelles of a bygone age."

What charms you in Yvette, what makes you forget her age, as well as her rotundity? The wondrously expressive eye, the equally wondrously expressive mouth, the eloquence of gesture, the aristocracy of the whole personality, but, above all, the perfect coinage of every word—every word—in mould, in form, in relief of line, in smoothness of edge, in modulation of sound, in such significance of meaning and inwardness that the utterance becomes a live, palpitating entity, so that you see what you hear—whether it be humour, raillery, exaltation, or pathos—you feel the vibration. I have followed the career of Yvette for more than thirty years; I have been present when she, fresh from the *Printemps*, burst on Paris like a meteor; I have

were, the orchestra to the soloist, as her gestures are, figuratively, the baton of the conductor, he who should be the interpreter of the composer to the executants. With a little imagination you will see that this symbolical portrayal of Yvette's art is not merely fantastic. She—in her one individuality—brings before our eyes and before our minds the whole picture of a period with all it stands for, just as one building or statue may stand for a whole culture. Behold her in the sacred songs, in the *rigolades* of the Middle Ages, in the naughtinesses of Paul

her in days of glory and days of stress when war destroyed her fortune and drove her from her palace in the Avenue Berthier—and in all these phases I have seen how she developed, how she grew as an artist until now, young at sixty, she has reached a pinnacle that is unique in the world of art. If I were to characterise her genius in a word, I would say she is the born painter in words, for the sounds that flow from her lips crystallise into canvas, design, colour, and frame, visible and tangible to all who possess the faculty of perception.

After Ibsen, Tolstoi. On August 28 it will be a hundred years ago that the master builder of modern Russian literature was born, and it is in the fitness of things that the memory of the thinker who has made such indelible impression in our time should be honoured. Mr. Aylmer Maude, Tolstoi's apostle and pioneer in this country, to whom we owe a splendid translation of his plays, and the leader of the Tolstoi Society, is preparing a complete issue of the writer's works. The first volumes are in the press, and for the dramatic part Mr. H. Granville Barker has written a penetrating preface, in which he analyses with rapid and incisive strokes the qualities of Tolstoi as a dramatist, as well as his shortcomings. In how far Mr.

(Continued on page 1148.)



AN AMUSING ITEM IN "THIS YEAR OF PACE" PRODUCED BY THE FOOTLIGHTS AT THE NEW THEATRE, CAMBRIDGE: (L. TO R.) MR. WHITMEE AND MR. GILLETT IN A SKETCH CALLED "METHOD."

A NEW STRAUSS OPERA PRODUCED IN DRESDEN: "THE EGYPTIAN HELEN."



IN THE GOLDEN PALACE OF THE SORCERESS, WHERE MUSCHEL, THE ALL-KNOWING SHELL-FISH, HAD ANNOUNCED THE FALL OF TROY: (FROM LEFT TO RIGHT) AITHRA, THE SORCERESS (MME. MARIA RAJDL); HELEN (MME. ELISABETH RETHBERG); AND MENELAUS (HERR CURT TAUCHER)—A SCENE IN THE FIRST ACT OF "THE EGYPTIAN HELEN," BY HUGO VON HOFMANNSTHAL AND RICHARD STRAUSS, RECENTLY PRODUCED IN DRESDEN.



THE SORCERESS HELPS HELEN TO REGAIN THE LOVE OF MENELAUS, HER HUSBAND, DURING THEIR JOURNEY HOME FROM TROY TO SPARTA: (L. TO R.) HELEN (MME. RETHBERG) AND AITHRA (MME. RAJDL) IN THE FIRST ACT.



THE RECONCILIATION OF HELEN AND MENELAUS: MME. RETHBERG AND HERR TAUCHER IN THE SECOND ACT OF "THE EGYPTIAN HELEN," IN THEIR TENT AT THE FOOT OF THE ATLAS MOUNTAINS.

A notable operatic event was the first production, at Dresden on June 6, of a new opera by Richard Strauss to the book of Hugo von Hofmannsthal, the librettist with whom he has so long collaborated. The title of the work is "Die Ägyptische Helena" (The "Egyptian Helen"), a little misleading, perhaps, as the lady is the famous Helen of Greek legend (wife of Menelaus, King of Sparta), whose abduction by Paris to Troy caused the Trojan War. The opera is in two acts, and the scene of the first is laid in the golden palace of the Sorceress, Aithra (in classical mythology, the mother of Theseus). Aithra's omniscient shell-fish, named Muschel, gives tidings of the fall of Troy, and tells how Helen and Menelaus are

storm-tossed at sea on the voyage home to Sparta. Presently Helen appears, and Aithra by spells helps her to win back the love of Menelaus, who is troubled in mind and disposed to kill his unfaithful wife. In the second act they are found in a tent at the foot of the Atlas Mountains. Helen is beset by new lovers—a desert chieftain and his son—whom she evades, being still intent on regaining her husband's heart. Finally the pair are reconciled. It would be interesting to know what authority there is for adding a North African episode to Helen's career. Be that as it may, the Dresden production was a triumph, and London opera-goers will look forward to seeing "The Egyptian Helen" some time at Covent Garden.

BOOKS OF THE DAY.

NOT often does it befall that my little exordium on these festive occasions can be associated with "a local habitation and a name," but, in view of recent occurrences on the South Coast, I feel impelled this evening to raise my glass to the prosperity of Greater Brighton, coupled with the name of Mr. Harry Preston. Myself when visiting the queen of watering-places, who has just enlarged her territories, have perforce been content with some humbler hostelry than that over which he presides. But was it not said of Marcus Aurelius that

Even in a palace life may be lived well?

and if in life's dull round we find our warmest welcome at an inn, Mr. Preston's friends realise that the same may hold good of a palatial hotel.

So much I gather from "MEMORIES." By Harry Preston. With a Portrait by Richard Sickert, A.R.A., and other Illustrations (Constable; 15s.), a book of reminiscences which for geniality and human interest beats anything I know. It is as breezy as the South Downs, and contains as many good yarns as there are pebbles on Brighton beach. As for pen-portraits of notabilities—let the author speak for himself. "An hotel is a swing door through which the world walks—princes and peers, celebrities of Society, the turf, literature, art, sport, finance, the theatre. . . . The world has been walking through my swing door for half a century now, and this fact—added to my keen interest in all kinds of sport, and especially in boxing, has brought me into contact with all sorts of distinguished people."

Mr. Preston's special interest in boxing makes it appropriate to follow with "TEN—AND OUT." The Complete Story of the Prize Ring in America. By Alexander Johnston. With a Foreword by Gene Tunney (Chapman and Hall; 16s.). Descriptions of fistic encounters always seem to me to possess a certain sameness, generally leaving the impression that the winner was the most marvellous boxer that ever lived, until he is knocked out by somebody else. But the author writes with unflagging gusto, and his book should be engrossing to devotees of the Ring. To quote Gene Tunney's picturesque simile—it shows how professional pugilism in America "started from a little acorn blown from the field of English sports, and how it has now developed into a strong oak." I like the tone of the book and the spirit of fair play that pervades it. If that is typical of its country of origin, then there is nothing wrong with American sportsmanship.

Boxing is not unconnected with literature, and the present heavyweight champion, with his cultivated tastes, is himself, as it were, a link between the ring and the book. Mr. Johnston recalls another. "Maeterlinck," he says, "who is an ardent boxing fan and an amateur performer himself, once stated the case for boxing as accurately as it can be done: 'Boxing is not degrading. It is the discipline of violence. It is violence civilised by conventions that are almost courtesies.'"

With Ascot and Goodwood approaching, not to mention the Olympia Show, there is a timely appeal in two books concerned with that disappearing, but still popular, animal—the horse. One is "THE LIFE OF MATHEW DAWSON." With which are included some Recollections of the famous trainer by the Duke of Portland, and an Introduction by Arthur Portman. By E. M. Humphris, author of "The Life of Fred Archer." Illustrated (Witherby; 12s. 6d.). This is an unpretentious chronicle largely consisting of incidents from turf history, but here and there the anecdotal note is struck, as in the amusing story of Queen Alexandra and the talking parrot's "stable-boy" language.

The other horsey volume is of a strictly technical character—"STABLE MANAGEMENT AND EXERCISE." A Book for Horse-Owners and Students. By M. Horace Hayes, F.R.C.V.S., late Captain "The Buffs." Revised and Enlarged. Third Edition. With sixty-two Illustrations (Hurst and Blackett; 18s.). The late Captain Hayes was a well-known authority on his subject, and is mentioned in the Dawson biography as having made comparative measurements of Ormonde and St. Simon. Some little memoir of him might, I think, have been included in the present edition. His work was designed for "all who keep horses, from the owner of a large stud to the 'one horse' hunting man."

Crime is a good deal in vogue just now, both in real life and the world of imagination, to judge by the prevalence of murder cases and the popularity of "crook" plays. It was an appropriate innovation to entrust the

editing of a new volume in the Notable British Trials Series, dealing with the murder of a woman for her money, to a noted novelist and playwright of her own sex. The woman's view in such cases has not always found expression, but it is ably presented in "THE TRIAL OF SAMUEL HERBERT DOUGAL." Edited by F. Tennyson Jesse, author of "Murder and Its Motives." Illustrated (Hodge; 10s. 6d.). Besides handling skilfully the records of the trial, Mrs. Harwood offers in her reflections upon it a warning which some women would be wise to ponder. "Camille Holland," she writes, "was a perfect example of that type of human being, nearly always a woman, whom one may call the born murderer. . . . The convictions of a lifetime were thrown away by her at the bidding of a coarse, vulgar man who was her social inferior." The analysis of Dougal's character is equally penetrating.

An interesting contrast between the modern manner of the foregoing book and the literary treatment of a somewhat similar murder case, a hundred years ago, is afforded

which was, of course, a public ceremony.

Most astonishing of all is the account of the criminal's "lying-in-state" after the hangman had performed his office. The body, clad only in trousers and stockings, and cut open by surgeons, was laid upon a table, and there filed past it "many thousands of persons, some of high respectability, and of both sexes." Finally, a death-mask was taken, and "Mr. Foxton, the 'finisher,' claimed and received the trousers and stockings as a matter of 'undoubted right'!"

Any slight tendency in the above-mentioned book to dwell on sanguinary details is, however, completely eclipsed in a German record some two hundred years older, to wit—"A HANGMAN'S DIARY." Being the Journal of Master Franz Schmidt, Public Executioner of Nuremberg, 1573-1617. Edited, with an Introduction, by Albrecht Keller, and Translated by C. Calvert, B.A. (Lond.), and A. W. Gruner, M.A. (Oxon.). With an Introductory Essay by C. Calvert (Philip Allan; 10s. 6d.).

During his period of office, the chief *Scharfrichter* of Nuremberg "executed 361 persons and otherwise punished 345 minor criminals; but the record is incomplete."

Yet good Master Schmidt was a humane man, for he opposed the drowning of women, a protracted method which, at his suggestion, was changed to hanging or beheading. Many entries contain the benevolent phrase: "Beheaded as a favour." The worst offenders were broken on the wheel or burnt. Torture was used to extract confessions, and the red-hot pincers were often employed as an adjunct to the death penalty.

It may be that German crime and criminal procedure in the Middle Ages are a legitimate branch of historical study, but personally I find this gory chronicle, with its unrelieved monotony of gruesome crimes and gruesome punishments, just a little nauseating. The same objection does not apply, in spite of a cruel execution, to "THE CASE OF JEAN CALAS." By Frederic Herbert Maugham, K.C. Illustrated (Heinemann; 6s.). Here we have a famous French mystery, hitherto never satisfactorily solved, discussed afresh by an eminent British advocate from a legal point of view in a most intriguing style.

Jean Calas, it may be recalled, was a Huguenot cloth merchant of Toulouse, accused of having murdered his eldest son, who was discovered dead by hanging in the shop on Oct. 13, 1761. At first the Calas family, in a state of panic, told a false story of intruders breaking in, and later withdrew it. This proved fatal. Jean was found guilty, tortured, and broken on the wheel. Voltaire took up the matter, showing that Jean's condemnation was due to religious intolerance, and that the son had committed suicide. The previous trial was nullified, and Jean was "rehabilitated," rather too late to do him any good. The grounds of this reversal of judgment have not convinced all subsequent lawyers and historians; but the learned author, who offers an ingenious "reconstruction" of the son's suicide, reaches the conclusion that Jean Calas was "the innocent victim of a judicial error, and the most terrible example known to criminal history of the dangers of a lie."

Partly, perhaps, through possessing myself some few drops of Huguenot blood, I find this book one of unusual interest. I am left speculating whether the son had adequate motives for suicide, or whether, as has been suggested, he was merely trying to play an alarming hoax, which ended fatally by accident. That the case possesses all the qualities of a first-class mystery is made clear in the author's admirable preface explaining how he came to be absorbed in it, and laying down the canons of literary investigation in such matters. "The reader must judge for himself," he says, "whether I have succeeded in laying the ghost of Jean Calas."

Some less reputable apparitions are not laid, but raised, in "ROGUES AND ADVENTURES." By Charles Kingston. Illustrated (Lane; 12s. 6d.). Among the six male rogues the most famous was Dr. John Webster, of Harvard, whose killing of his friend and benefactor, Dr. Parkman, startled America in 1849. Oxford supplies a parallel in "a cultured criminal" of more recent date—only forty years ago. Cambridge has no representative in this chamber of horrors, but could produce one, I fancy, from some college annals. The five adventuresses, all English, include a barmaid who, having helped Napoleon III. to his throne, aspired to be Empress of France, and a peeress who married an Arab. The author has succeeded in making his biographical studies very readable, being not unaware, perhaps, that sinners always provide much better "copy" than saints.

C. E. B.

To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science.

Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive, also, photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject should be accompanied by a suitable description.

Contributions should be addressed to: The Editor *The Illustrated London News*, 15, Essex Street, Strand, London, W.C.2.

by a new volume in a rival series—Famous Trials—namely, "THE MYSTERIOUS MURDER OF MARIA MARTEN" at Polstead, in Suffolk. (Reprinted from the Edition of 1828, compiled and arranged by J. Curtis.) Illustrated. (Bles; 10s. 6d.). The first difference is apparent in the prolixity of the old title-page, which continues: "A full development of all the Extraordinary Circumstances which led to the discovery of her body in The Red Barn; to which is added the Trial of William Corder, taken at large in short hand specially for this work, with An Account of his Execution, Dissection, etc., and Fifty-three letters in answer to his Advertisement for a Wife." Even so the title does not cover the whole contents, which include "a few of the most striking passages" from "a melodrama called 'The Red Barn, or the Mysterious Murder,' at the Royal Pavilion, Mile End Road." That piece, I believe, has lately been revived, presumably by way of celebrating the Corder centenary.

One cannot help thinking that, if Mr. Dougal had studied the tale of Mr. Corder's downfall, it might have given him pause. It has so many affinities with his own proceedings, and is so full of moral maxims and sage reflections on the fatal results of forgery and other evil courses; it lingers so lovingly on the details of the scaffold scene,

THE ROYAL FAMILY AND THE SPORT OF KINGS: A GATHERING AT EPSOM.



PRINCESS MARY
VISCOUNTESS
LASCELLES
AND VISCOUNT
LASCELLES
AT EPSOM
ON OAKS DAY.



A ROYAL GROUP OF RACEGOERS: (FROM RIGHT TO LEFT) VISCOUNT LASCELLES, THE DUKE OF YORK, THE PRINCE OF WALES, PRINCESS MARY VISCOUNTESS LASCELLES, THE DUKE OF GLOUCESTER (AT BACK), AND PRINCE GEORGE.



THE QUEEN ARRIVING AT EPSOM.



THE DUKE AND DUCHESS OF YORK IN AN AMUSING INCIDENT: THE DUKE ABOUT TO SHAKE HANDS WITH "SMILER," A WELL-KNOWN RACECOURSE CHARACTER.



THE KING ARRIVING AT EPSOM.



IN THE PADDOCK AT EPSOM ON OAKS DAY: (L. TO R.) PRINCE GEORGE (BACK TO CAMERA) CHATTING WITH THE DUKE OF GLOUCESTER AND THE DUCHESS OF YORK, THE DUKE OF YORK (LOOKING THROUGH GLASSES), AND THE PRINCE OF WALES (LEANING AGAINST THE BARRIER).



THE DUKE OF GLOUCESTER WALKING WITH LADY STANLEY, WIFE OF LORD STANLEY AND DAUGHTER-IN-LAW OF THE EARL OF DERBY.

Our Royal House often show their interest in the "sport of kings," and they were present in force at the Epsom Meeting, both for the Derby and the Oaks. As our photographs show, the King and Queen and their whole family were there, besides their daughter-in-law and son-in-law. Although the great race-meeting at Epsom has lost nothing of its democratic and popular character, this year's occasion was observed, on the society side, to partake more of the nature of Ascot, and to have developed into a "dress festival" on similar lines. The Ascot Meeting, which opens on June 19, is expected to be more brilliant than

ever from the social point of view, and there will be more members of the Royal Family present than for many years past. The Prince of Wales and the Duke of Gloucester, it may be recalled, are planning a holiday trip to Kenya, and the Legislative Council at Nairobi recently passed a unanimous resolution welcoming the news of their intended visit. A few days ago it was announced that Prince George had appointed Major J. U. F. C. Alexander to be his Comptroller. The Duke of Gloucester, the King's third son, has as yet no separate household and comptroller, as have the Prince of Wales and the Duke of York.

BY AIR, LAND, AND SEA: NOTABLE EVENTS.



A NARROW ESCAPE AT THE START OF THE INDIA-AND-BACK FLIGHT: TELEGRAPH WIRES AT LYMPNE TORN BY THE MONOPLANE'S UNDER-CARRIAGE.



THE MONOPLANE IN WHICH THE DUCHESS OF BEDFORD RECENTLY LEFT ON AN EIGHT-DAY FLIGHT TO INDIA AND BACK: THE "PRINCESS XENIA."

The Fokker monoplane "Princess Xenia," piloted by Captain C. D. Barnard, with Mr. E. H. Allott as relief pilot, and the Duchess of Bedford as passenger, left Lympne aerodrome at 4.30 a.m. on June 10 with the object of flying to India and back (nearly 9000 miles) in eight days. At the start they had a lucky escape from a crash. After taxi-ing some 700 yards, the machine



THE SWINDERBY RAILWAY ACCIDENT: THE OVERTURNED FRONT COACH OF THE DERAILED TRAIN, SHOWING (NEAR THE LEFT END) A HOLE THAT HAD TO BE CUT TO EXTRICATE A FATALLY INJURED PASSENGER.



THE HOLE CUT IN THE WOODWORK TO EXTRICATE MR. W. L. THOMPSON, WHO DIED OF HIS INJURIES: PART OF THE OVERTURNED COACH IN THE DERAILED MAIL TRAIN. The 8 p.m. mail train from Lincoln to Tamworth, on the L.M.S. Railway, was derailed on June 6 between Swinderby and Collingham, some seven miles north of Newark. The engine plunged down a low embankment and fell over on its side, and the front coach was overturned. Six passengers in this coach were injured, and one of them, Mr. W. Leslie Thompson, died next day in Lincoln Hospital.



THE "PRINCESS XENIA" AT LYMPNE: THE MONOPLANE READY ON THE GROUND JUST BEFORE STARTING AND COLLIDING WITH TELEGRAPH WIRES (SHOWN ABOVE).

rose from the ground only 75 yards from some telegraph wires, several of which were torn down by the under-carriage, and it narrowly missed a farm house and a cottage before it began to climb. That night the aeroplane safely reached Sofia, and on the next day arrived at Aleppo. On June 12 it left Aleppo for Bushire and Karachi.



THE STRANGE END OF A GERMAN BATTLE-CRUISER: A STERN VIEW OF THE "MOLTKE," KEEL UPWARDS IN DRY DOCK IN ROSYTH, SHOWING HER PROPELLER-TUBES.

After lying at the bottom of Scapa Flow for nine years, the battle-cruiser "Moltke," one of the scuttled German Fleet, was successfully raised by Messrs. Cox and Danks, the well-known salvage firm. She was brought to the surface keel uppermost. On May 18 she left Scapa Flow, towed by tugs, on a 200-mile voyage to Rosyth Dockyard to be broken up. A photograph of this



THE BARNACLE-ENCRUSTED DECKS OF THE "MOLTKE" SEEN FROM BELOW IN DRY DOCK: THE SALVED BATTLE-CRUISER FROM SCAPA FLOW WAITING TO BE BROKEN UP.

strange convoy, as seen from the Forth Bridge, appeared in our issue of May 26. The "Moltke" has since arrived at Rosyth, where she has been placed in dry dock, resting on huge, trestle-like structures of timber. Her inverted decks were thickly encrusted with barnacles. The huge size of the hull is indicated in the left-hand illustration by the small figures of men on the top.

THE MARBLE DAMS OF RAJPUTANA: HISTORIC ENGINEERING WORKS IN INDIA.

PHOTOGRAPHS BY ELEANOR MADDOCK. BY COURTESY OF PRINCE BHOPAL SINGH.



"WITH UPRaised TRUNK TRUMPETING TO THE RISING SUN": ONE OF THE MARBLE ELEPHANTS ON THE JAISAMAND DAM (SEEN ON THE FOOT OF EACH BUTTRESS IN THE ILLUSTRATION BELOW).



THE WHITE MARBLE DAM AT JAISAMAND: A COLOSSAL STRUCTURE (OVER 1000 FT. LONG, WITH FLIGHTS OF STEPS, PAVILIONS AND BUTTRESSES, EACH SUPPORTING A MARBLE ELEPHANT) CONTAINING THE WATERS OF ONE OF THE WORLD'S LARGEST ARTIFICIAL LAKES, OVER 90 MILES IN CIRCUMFERENCE, FORMED BY JAI SINGH, THE RAJPUT KING, AT THE END OF THE SEVENTEENTH CENTURY.



THE MARBLE DAM AT LAKE RAJSAMAND: A MAGNIFICENT ENGINEERING STRUCTURE, EXTENDING FOR NEARLY THREE MILES, BEGUN BY RANA RAJ SINGH IN 1661, AS A PREVENTIVE WORK AFTER A GREAT FAMINE AND PESTILENCE; AND THE CONSTRUCTION OF WHICH, WITH ITS "ENDLESS TONS OF WHITE MARBLE," OCCUPIED TEN YEARS.

The subject of dams became prominent a few months ago through a terrible disaster near Los Angeles, but as regards the great engineering structures of that type in Rajputana, the interest is, rather, historic and architectural. Writing in the "National Geographic Magazine" (of Washington), Miss Eleanor Maddock says: "Jaisamand (is) an artificial body of water ninety miles in circumference, with innumerable lagoons. This lake has been slowly filling and extending for two-and-a-half centuries, ever since Jai Singh, the Rajput king who built the 'Pink City' of Jaipur, imprisoned a mountain stream behind a colossal dam over 1000 ft. long. Along the top are fairy-like pavilions, with a temple and summer

house at each end. On jutting buttresses six half-sized marble elephants, with ceremonial trappings, stand with raised trunks, as if trumpeting to the rising sun. . . . Only twenty-five miles from Udaipur . . . is Rajsamand, another artificial lake, the munificent work of Rana Raj Singh at a cost of 5,000,000 dollars. Like Jaisamand, its waters were gathered from a mountain stream, and, while not as large in area, it was a far more stupendous achievement. The enormous pressure, due to the great depth to which the water would eventually attain, must have been foreseen, as the Rajsamand dam forms an irregular segment of a circle extending for nearly three miles. It, also, is of white marble."

THE WORLD OF SCIENCE.

THE "ARM-CHAIR" NATURALIST.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

THE oldest of human pursuits is that of "Natural History." Our primitive forefathers followed it from necessity; for hunger is a stern taskmaster. The "dawn-man" had to acquire knowledge of the

"laboratory naturalist," let me say to those who apply it, "Suffer me that I may speak, and after that I have spoken, mock on."

Not long since, a quite superior person in the House of Commons demanded to know why the Government wasted money in the form of a grant to the Marine Biological Association of Plymouth, where time was wasted and money thrown away in useless research, instead of striving to trace the migrations of "marketable marine fishes"? Such a question leaves one gasping! The whole of the work of that Association is devoted to that end, and to that end only. But, for its attainment, a whole host of what "the plain, practical man" would call "side-issues" have to be laboriously investigated. The salinity and other properties of sea-water, currents and temperature, throughout the year, have to be studied. Where and when and how the various species we call "food fishes"—cod and whiting, soles and plaice, herring and mackerel, and so on—lay their eggs, and how many they lay; how and where they pass the larval stages of life; their food, their enemies, and their migrations, have all to be studied. The harvest gleaned by these investigations is placed, free of charge, at the disposal of the owners of our fishing-fleets and oyster-farms.

Lately some extremely valuable investigations have been made into the larval and later history, up to the first year of life, of the development of the herring, the material for the work being taken from the Tamar, Tavy, and Lynher. I cannot, in the space that is mine, present even a summary of the results which Mr. Ford, one of the naturalists of the Plymouth Laboratory, has recently published; but the two accompanying photographs are taken from his Report.

The evidence of Dr. Walter Collinge, who has devoted years of laborious investigation to this subject, is dismissed as of no account. Against it they set crude guesses and cruder calculations as to the amount of fish eaten by the above-named creatures, and these speculations we are expected to accept as coming from "the man who knows"!

A trail of red ruin follows in the wake of these self-appointed advisers, for they have their counterparts in regard to other creatures considered by them as inimical to man's interests. We have no reason to believe that, if every cormorant and every seal were wiped out of existence, there would be the slightest increase in consequence in the amount of fish landed by our fishing-fleets. Cormorants, we are told, live on cod, haddock, and whiting. Let it rest at that. But reflect that cod, haddock, and whiting live on—cod, haddock and whiting. The larger prey on the smaller members of the race in this internecine warfare. Cod eats cod, haddock, and whiting; and whiting eats whiting, haddock, and cod. But the food of the cormorants is not confined to these three specimens; nor do they, as one of these infallible guides informs us, catch 99 per cent. of their prey by "acting in concert to drive the fish into a corner, and then plunge down into their midst." I once saw this done off the coast of Donegal; but I have watched these birds fishing on other parts of the Irish as well as the English and Scottish coasts, and never but this once saw them "drive." This one instance of perverted truth gives one the measure of the value of the evidence of these "plain, practical men."

The "laboratory naturalists" may be feeble folk, but they do understand something of the nature of evidence, and they do have some regard for truth. Moreover, they understand the paramount importance of studying the inter-relations between different groups of animals, and their relation to their inanimate environment. These are factors of the highest importance, and are factors of which the "plain, practical man" has generally not the glimmering of a notion. How should he? Such knowledge comes only from intensive study; and the ordinary man has his own affairs to attend to, and they generally keep him busy, if he is a "man of affairs."

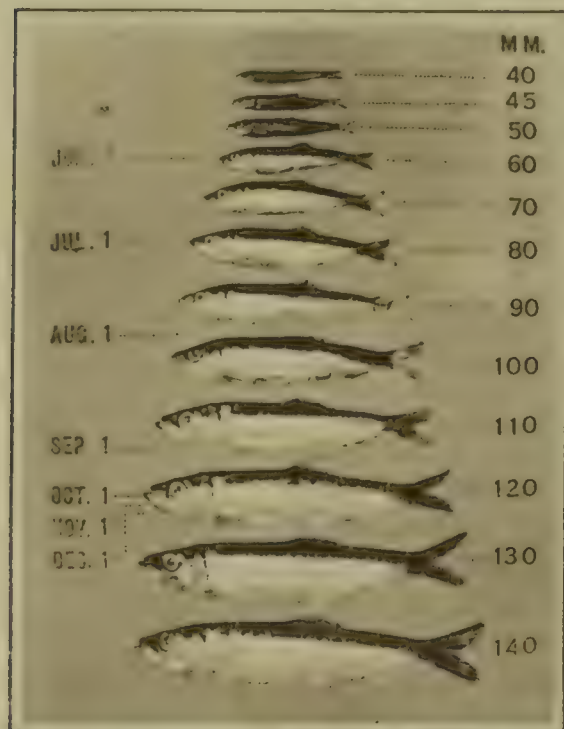


FIG. 1. THE DEVELOPMENT OF A HERRING: A RECORD SHOWING THE RATE OF GROWTH FROM JUNE TO DECEMBER.

The herring lays about 50,000 eggs, as against more than 6,000,000 in the cod and 28,000,000 in the ling. It would take many cormorants quite a long time to consume the products of the spawn of one cod-fish. The eggs of the herring are laid in the brackish water limit of rivers, and adhere to the bottom, instead of floating at the surface, as in "flat-fish."

qualities of plants and animals, and of their haunts, by painful endeavour and trial. At first, doubtless, there was little need to "hunt." His intended victims could be approached with ease, and the smaller, at any rate, dispatched with little trouble. It was probably not long, however, before the fear of man begat a great change in his conditions of life. Here was laid the foundation of the lore of the hunter, and the use of weapons, either for slaying in self-defence or to secure food. He probably began with a club, and throwing stones. Next he discovered that some stones with a fractured edge would cut. That marked the first great advance; and we can trace his progress as an armorer through the Stone Age till now.

The winners in Life's race were the men with the keenest wits, who learned how to circumvent their proposed victims. These men were the first "field-naturalists." Their heirs to-day are the "sportsmen," the hunter and the fisherman. They are all lovable men, but for the most part they have advanced but little beyond their Stone Age prototypes. The skill they display is stoneware; and this must be backed up by a more or less intimate acquaintance with the haunts and habits of their quarry: that much goes without saying. But there be some who are a little apt to overestimate the value of the knowledge they have gained, so that they speak, in consequence, with a somewhat irritating arrogance of the "armchair naturalist"; ignoring the fact that, in spite of this epithet, he can often beat them at their own game.

More often still, they display a total inability to grasp the value of the information to be derived from the philosophic study of plants and animals. They fail to realise that, if the sportsman is to have his sport in the future, and, more important still, if the rest of us are to maintain a hold on life, it is to the "arm-chair" and the "laboratory" naturalist that we must turn. Since I myself must bear meekly the opprobrium of being but a mere

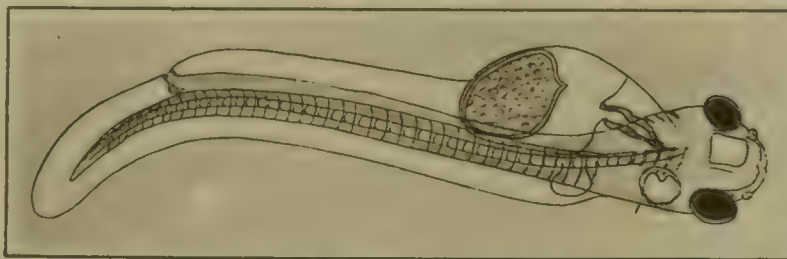


FIG. 2. THE LARVAL HERRING: A VIEW OF THE UNDER-SIDE, SHOWING THE CONTINUOUS FIN ALL ROUND THE BODY—A CONTRAST TO THE DORSAL AND TAIL FINS SHOWN IN FIG. 1.

The larval herring does not require to feed until the last remains of the egg-yolk have been absorbed. The body is here seen from the under-side. As yet, the paired fins are wanting, while a continuous fin runs round the body in the middle line, as in all young fishes. Compare this with the well-defined dorsal and tail fins in Fig. 1.

One of these (Fig. 1) shows the rate of growth from June to December; the other (Fig. 3) a problem which so far has evaded solution. Quite a considerable percentage of young herrings from the Tamar have abnormal tails. Why?

And now let me turn to another aspect of this theme. Our fishermen, who earn their living and their food at the peril of their lives, are loud in their lamentations at the appalling destruction wrought by cormorants, guillemots, terns, and seals. Millions and millions of tons of fish, they assert and believe, are annually destroyed by these rapacious and "useless" creatures. To please them, and without any sort of preliminary enquiry, the Government lent its aid to a ruthless war on the seals of the Wash. I venture to assert that when the nature of the food of these poor animals comes to be investigated, by competent men, it will be found that these slain had in no wise injured our harvest of the sea.

And what is true of the seals is no less true of the terns and cormorants and the rest, upon whose heads a price is set. The plaint of these toilers of the sea, who have no time for careful investigation, is shouted from the house-tops by the fishermen who fish for "sport," and they mask their pitiful ignorance of the whole subject by endeavouring to discount the evidence of the "laboratory naturalist" as being that of mere "theorists," where they are not useless "sentimentalists." I know of no more poisonously mischievous would-be legislators.

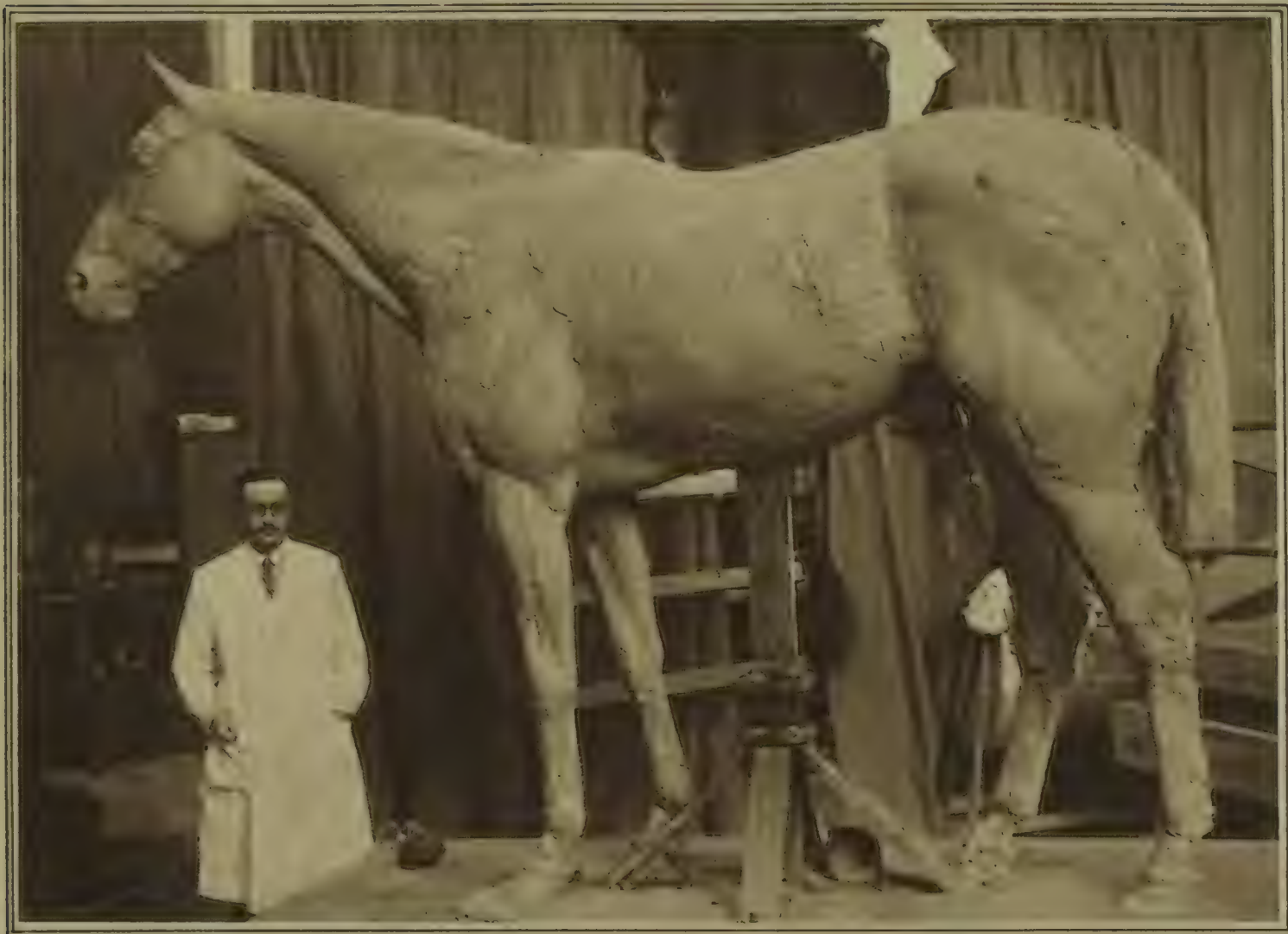


FIG. 3. "A PROBLEM WHICH HAS EVADED SOLUTION": INSTANCES OF CURIOUS MALFORMATION OF THE TAIL IN HERRINGS HATCHED IN THE TAMAR.

No cause can yet be discerned to account for the curious malformation of the tail presented by herrings hatched in the Tamar, but it would seem these fish have a higher death rate than those with normal tails.

A SCULPTOR'S IDEAL OF THE PERFECT HORSE: A COMPOSITE TYPE.

By Courtesy of the Sculptor, Mr. HERBERT HASELTINE.



"THE THOROUGHBRED HORSE": THE ORIGINAL CLAY MODEL (TWENTY HANDS IN HEIGHT), FOR WHICH THE BEST POINTS OF DIFFERENT THOROUGHBREDS WERE USED TO PRODUCE A COMPOSITE TYPE—THE FIGURE (EXHIBITED IN THE PARIS SALON) SEEN IN MR. HASELTINE'S STUDIO.



AN IDEAL OF EQUINE PERFECTION: THE FINISHED MODEL IN BRONZE OF "THE THOROUGHBRED HORSE," NOW BEING SHOWN IN LONDON AT MESSRS. KNOEDLER'S EXHIBITION OF SPORTING PICTURES.

In view of the approaching International Horse Show at Olympia, to be opened on June 21, thoroughbreds may be considered a topical subject, and many of our readers will doubtless be interested in this study of equine perfection by the famous animal sculptor, Mr. Herbert Haseltine, who specialises in the representation of the best types of various kinds of livestock. In this year's Academy, we may recall, he has some striking figures of heavier horses, of the Percheron and Suffolk Punch breeds. They were illustrated in our issue of May 12. The upper

photograph above shows a model begun in 1912, and embodying the best points of different thoroughbred horses. It was exhibited in the Paris Salon in the following year, and, after being remodelled several times, was finally reduced to the scale of Mr. Haseltine's figures of British Champion Animals and included in the set. The finished model in bronze, which is seen in the lower illustration, is at present on view at Messrs. Knoedler's Exhibition of Sporting Pictures, open all this month at 15, Old Bond Street.

The Clenched Fists: A Romantic Biography.

BEING AN APPRECIATION OF
 "BLACK MAJESTY." By JOHN W. VANDERCOOK.*

(PUBLISHED BY HARPER AND BROTHERS.)

NONE could have dreamed that Henry Christophe was born to majesty. Slave and the son of slaves, a chattel baby of the sugar-lands, he had nought but servitude to anticipate. Before he was seven, he was apprenticed to a negro mason. At twelve he ran away from his native Grenada or St. Kitts ("whichever it was") and became the property of a young French naval officer who wanted a boy to oil his knee-boots and attend him at mess as he sailed to Georgia with M. le Comte d'Estaing. Then he turned

The fall of the Bastille fired the fuse. The salt-petre spluttered to its end. There were atrocities: Ogé and Chavannes were broken on the rack and tied to the wheel, "to stay as long as it would please God to preserve their lives"; thick lips spoke rebellion in syllable and song, in centuries-old code language; the tom-toms throbbed of tyranny and of terrors; Boukman held conclave, with Voodoo rites, and his followers drank the blood of sacrifice and swore by the name of Papaloi, the snake-god; the hidden drums beat the alarm and there were burnings, and murders, and mutilations. And, when the "carnival of revenge" was over, the head of the high priest of the orgy was impaled on a pole. François Dominique Toussaint, the little negro coachman, stepped forward and sought an honourable peace. He failed, and he went over into the Spanish half of the island and became a General in the Spanish Army.

Christophe, in starched white shirt and white apron, waited and watched. "Toussaint made up his mind that the aim of his long life's ambition—negro freedom—could best be achieved by alliance with the French, and turned a sudden right-about. He quit Spain for France." Regiments of black recruits flocked to his victorious standard: amongst the first of the volunteers was Henry Christophe, then twenty-seven. He was given the rank of sergeant, and in seven years he was a General, second only to his leader and able to write his surname. By that time Toussaint was Governor-General and ruling the whole island.

In 1802 the First Consul took a hand, coveting that Saint Domingue, "once the most important over-seas resource of Europe," which had slipped through his fingers. His brother-in-law Charles Victor Emmanuel Le Clerc, husband of Pauline, set sail for Cap François, of which Christophe was Governor. His envoy was received politely, but gunners with torches ready were at the cannon on the highland overlooking the bay. Christophe scorned to betray, and, in answer to the French Captain-General's ultimatum, dictated: "If the chance of war favors you will only enter the city of the Cap when it has been reduced to ashes, and even upon the ashes still will I fight you."

"Two days later Le Clerc carried out his belated threat and landed his troops. But of the 800 splendid buildings that had composed the city only 60 were standing. Christophe, too, had kept his word and burned the town. . . . He himself had lit the first torch. With his own hands he had put the flames to his own house, the richest on the island."

It was ever thus with him: he spared none in the name of the cause, and least of all he spared himself. As rebel, as French General, as Dessalines' chief supporter when the former manacled slave had become Governor-General of independent Haiti and then the Emperor Jean Jacques le Premier, as the President of Haiti after Dessalines had fallen in an ambush, as King Henry the First of Haiti, he was ruthless to others and to himself. His four black princes, his eight black dukes, his twenty-two counts, thirty-seven barons, and forty chevaliers, his officers and men, his civil servants, his people, had to obey his every word, his every whim.

When he was expecting to be President, "a page had always accompanied him, carrying a brass telescope, once the property of a now dead captain of Napoleon's fleet . . . through the lenses Christophe swept his eyes over the great plains, the hill-sides, and the nestling whitewashed towns in the gorges. Wherever he looked there was the same drab spectacle. The fields were forests of bramble and weed, except where they were black from fire. Half the slopes had been raked and pitted by cannon-balls and the towns were a confusion of broken mud walls and thatch that had wanted renewing for a decade. . . . The long-fingered negro hands that grasped the brass telescope grew

white-knuckled with the intensity of his impatience. Soon, soon, he'd wipe the scorn off the face of France! Not a man but would be rich and happy. Not a meter of land but would be turned in furrows, not a grain loft empty or a mill not turning. The world must be taught by example that the despised 'nigger' could take his place in the world."

As fiercely as he fought the enemy, he battled against indolence. His telescope gave him "a reputation for magical omnipresence." "Often peasants would be punished because from a distance he had sighted them asleep in the sun during the hours the law set apart for labor." On one occasion, he fired a cannon-ball at a lazy negro farmer snoozing by the door of his cottage a mile away, and blew man and cottage to oblivion.

He was consumed with energy. Haiti was bankrupt. With green gourds declared the property of the State and valued at twenty sous apiece, he bought coffee berries, and these he sold to European merchants for gold. "Before the year was out the state of Haiti had a metal currency of absolute stability in circulation. To this day the standard coin of Haiti is called the *gourde*."

He encouraged trade. He constructed roads in a "carrion world," a cathedral for his coronation, a Palace of Sans Souci and châteaux to the number of fifteen, bridges, and reservoirs. He surveyed

[Continued on page 1132.]



SIXTEENTH-CENTURY ARMOUR COMING UNDER THE HAMMER: A FINE HORSE CHANFRON OF EMBOSSED IRON, RECALLING AN UNFINISHED SUIT MADE FOR HENRI II. OF FRANCE.

In a sale of Arms and Armour to be held at Christie's on June 20 is included this fine horse chanfron, the property of the Earl of Orford. It is described as "probably French, late 16th century," and "reminiscent of the unfinished suit in the Louvre made for Henri II." The decoration is a cartouche design, the centre panel bearing a winged figure of Victory grasping two swords, and the whole ground is gilt.

By Courtesy of Messrs. Christie, Manson, and Woods.

stable-boy at the inn called the Hôtel de la Couronne, at Cap François; and waiter and billiard-marker. "Evidently Christophe was popular both with the guests of the café and with Coidovic, for by the time he'd reached his early twenties he had saved enough to buy his freedom."

The Haiti that was to be was "a nervous sort of place," with each class hating all the others; "a very powder-barrel of a colony," with sharply divided white planters, white artisans and traders, slaves, and free mulattoes; and even the *affranchis* were split into sections according to their tints: "A man who could prove his veins bore 228 parts white blood to 94 parts negro felt himself the social superior of another who was known to be afflicted with 84 parts negro blood to only 112 parts white."

"Black Majesty: The Life of Christophe, King of Haiti." By John W. Vandercook. (Harper and Brothers; 7s. 6d. net.)



AN INTERESTING RELIC OF GEORGE WASHINGTON'S ENGLISH RELATIVES: AN OLD GLASS COAT-OF-ARMS BEARING THE NAMES OF "WASSHINGTON" AND KYTSON.

"The glass was bought by me in 1925," writes Dr. G. S. Turpin, "in an antique-shop in Bath: at the time I bought it for its attractiveness alone—without any idea that the 'Wassington' on it had reference to the family of George Washington, as now proves to be the case." Dr. Turpin presented a photograph of it to the United States Commission for the Celebration of the 200th Anniversary of the Birth of George Washington, and the Commission proposes to reproduce it in one of their publications. Their representative in England, Mr. John Graham, writes: "It probably was originally in a church near Hengrave, Suffolk, where Sir Thomas Kytson built a fine mansion." Mr. Graham quotes a description of a similar shield (apparently a replica) from Weston, in heraldic terms—"argent two bars in chief three mullets gules, impaling sable three trouts or lucies hauriant in fess Argent, in chief Or." "Robert Washington of Sulgrave," it is stated, "was the second son of John Washington of Twyhitfield, Co. Lanc.; hence the crescent for difference. Lawrence Washington's monument at Brington has no crescent. President Washington did not use the crescent."

By Courtesy of Dr. G. S. Turpin.

IN A LAND OF HUMAN SACRIFICE: STRANGE NAGA CUSTOMS IN BURMA.



1. HEAD-POSTS (ON LEFT) SURMOUNTED BY A TIGER-SKIN, AND SACRIFICIAL POSTS COMMEMORATING THE SACRIFICE OF BUFFALOES: STRUCTURES AT THE HEAD-HUNTING VILLAGE OF LAHE.



2. FIRING A HILL-SIDE BEFORE PLANTING MAIZE IN THE ASHES: PART OF A THREE-MILE STRETCH OF COUNTRY ABLAZE IN THE NAGA HILLS OF BURMA.



3. HTINGAN NAGAS PLAYING THEIR WAR-DRUM—A LARGE HOLLOW TREE-TRUNK: A SCENE WITNESSED DURING AN EXPEDITION TO SUPPRESS HUMAN SACRIFICE.



4. DECORATED WITH HUMAN SKULLS AND A TIGER-SKIN STRETCHED ON POLES ABOVE THEM: THE STRUCTURE SEEN IN PHOTOGRAPH NO. 1, WITH PART OF A VILLAGE BEYOND.

These interesting photographs were taken during a recent expedition to the Naga Hills of Burma, made for the purpose of suppressing human sacrifice. For the illustrations numbered 1 and 4 our correspondent supplies the following description: "Head-posts and sacrificial posts of the head-hunting village of Lahe. The tiger was killed by a poisoned arrow set in a crossbow trap, and the skin is stretched over a bamboo frame and mounted on the head-posts. The sacrificial posts are erected to commemorate the sacrifice of buffaloes. Each post has a crude representation of the animal carved at the base, and the skull is fastened to the top." Photograph No. 2 is described thus: "Firing the hill-side before

planting the crops. Three miles of hill-side ablaze. Maize is planted in the ashes." Sir Harcourt Butler, late Governor of Burma, speaking in London the other day, said that human sacrifice existed in a small area of the Naga country, and had its origin in a desire to propitiate the *nats* (evil spirits). When he told the chiefs that the British Government could protect them, they replied that the British Government was a very long way off. At last he was able to persuade them to abandon sacrifice "except of people within their own area." He knew that, when they had to sacrifice one another, the practice would not last long, and it could now be said that, following the measures taken, it had ceased to exist."

BEGGARS OF THE "ZOO": THE INSINUATING ART OF GETTING FED!

PHOTOGRAPHS BY NEVILLE KINGSTON.



THE COYPU. (TRADE NAME:
NUTRIA.)



THE OTTER—HOPING FOR SOMETHING BETTER
THAN CHOCOLATES AND MONKEY-NUTS!



THE BROWN BEAR PROVIDES A "BASKET"
THAT IS NEVER FULL



THE RACCOON, A BEGGAR
WHO GETS FEW "ALMS,"



THE POLAR BEAR SITS DOWN TO IT; BUT IS KEENLY
PERSUASIVE FOR ALL THAT.



THE PELICANS—ALWAYS HAVE BEEN AND ALWAYS WILL BE STARVING,
EVEN AFTER A HEARTY FISH COURSE.



THE HIPPO—A BEGGAR WITH THE FINEST POSSIBLE SCRIP, A "BAG" WARRANTED
TO HOLD OFFERINGS IN ABUNDANCE.

Though the "Zoo" of to-day differs much, in extent and methods of housing, from that of 1835 (illustrated opposite) its modern inmates have as good an appetite as their predecessors. "The London 'Zoo,'" remarks our contributor, "is the only place where one can see daily and in perfection the gentle art of getting fed for nothing! Large and small, all the animals have learnt to keep the mouth wide open without word of command, and some have even cultivated a slight movement of the right paw to induce a flow of grist to the mill! Curiously enough, the larger cats, such as the lion, the tiger, and the leopard, do not beg; but, while preferring to 'walk by themselves' in a false gentility, they take their 'bread and salt' violently and without gratitude, seeming to resent the fact that the ministering keeper's hand is not included in the repast! Luckily, this sort of thing is not 'done' among the best beasts."

The "Zoo" Centenary: Summer Visitors to the Gardens in 1835.

FROM LITHOGRAPHS BY G. SCHARF DATED 1835. REPRODUCED BY COURTESY OF THE OWNER, MR. F. KINSEY PEILE.



A SUMMER SCENE IN THE ZOOLOGICAL GARDENS IN REGENT'S PARK TWO YEARS BEFORE THE ACCESSION OF QUEEN VICTORIA: AN EARLY PRECURSOR OF JUMBO, IN 1835, RECEIVING BUNS FROM VISITORS ATTIRED IN THE COSTUME OF THE PERIOD.



WHEN THE "ZOO"—OPENED A CENTURY AGO—WAS ONLY SEVEN YEARS OLD: AN INTERESTING PRINT OF 1835, SHOWING THE BEARS CLIMBING A POLE IN THEIR PIT AND FED FROM THE END OF A STICK—A TYPE OF EXHIBIT SUPPLANTED BY THE MAPPIN TERRACES.

The "Zoo" was first opened on April 27, 1828, but, as the Zoological Society did not receive its Royal Charter until 1829, it has been decided to celebrate the centenary next year. At first the Gardens occupied only a small part of the present thirty-four acres, and the earliest exhibits were a few bears and

other wild animals, with various water-fowl. To-day the "Zoo" contains nearly 6000 animals, besides fish, reptiles, and birds, and almost every species of living creature is represented. The old prints here reproduced are also of great interest as records of costume in the reign of William IV.



MODERN SUMMER HOLIDAY-MAKERS SEEN THROUGH AN ARTIST'S EYES: "BATHING TIME"—THE MOTOR-CAR AS "BATHING-MACHINE," BRINGING SWIMMERS DIRECT FROM HOUSE TO BEACH.



THE MOTOR-CAR AS AN ADJUNCT TO SUMMER HOLIDAY SPORT, ELIMINATING THE DRAWBACK OF DISTANCE FROM THE SCENE OF ACTION: "GOLFING TIME"—THE ARRIVAL ON THE LINKS.

Summer sport has its decorative side, as these attractive pictures prove. From the point of view of modern "manners and customs," an outstanding feature in each is the motor-car. The car has become an indispensable adjunct to many forms of sport, for the purpose of bringing people rapidly and con-

veniently to the scene of action. For the car-owner, distance has no terrors. A house some way inland thereby becomes "close to the sea," and one can go direct to the beach in bathing-dress. Similarly, golfers can arrive comfortably on the links without tiring themselves by a long preliminary walk.

FROM THE WATER-COLOURS BY RENÉ VINCENT ENTITLED "L'HEURE DU BAIN" AND "L'HEURE DU GOLF." (COPYRIGHTED.)

THE SAVIDGE INQUIRY: A MATTER OF URGENT PUBLIC IMPORTANCE.



SIR JOHN ELDON BANKES: CHAIRMAN OF THE COMMISSION OF INQUIRY.



MISS IRENE SAVIDGE, WITH HER FATHER AND MOTHER, MR. AND MRS. JOHN SAVIDGE.



MR. H. B. LEES-SMITH, M.P.: MEMBER OF THE COMMISSION OF INQUIRY.



MR. JOHN J. WITHERS, M.P.: MEMBER OF THE COMMISSION OF INQUIRY.



INSPECTOR LILIAN WYLES: WHO ACCOMPANIED MISS SAVIDGE TO SCOTLAND YARD.



POLICE CONSTABLES BADGER (170A) AND. McCLEAN, WHO ARRESTED SIR LEO MONEY AND MISS IRENE SAVIDGE IN HYDE PARK ON APRIL 23.



MISS IRENE SAVIDGE.



CHIEF INSPECTOR A. C. COLLINS AND DETECTIVE-SERGEANT W. H. CLARK: THE INTERROGATOR OF MISS SAVIDGE AND THE NOTE-TAKER AT THE INTERROGATION.



MR. NORMAN BIRKETT, K.C.: LEADING COUNSEL FOR THE POLICE AT THE INQUIRY.



SIR ARCHIBALD BODKIN, DIRECTOR OF PUBLIC PROSECUTIONS, WHO INSTRUCTED CHIEF INSPECTOR COLLINS.



SIR HENRY CURTIS BENNETT, K.C.: A COUNSEL FOR MISS SAVIDGE AT THE INQUIRY BEFORE THE COMMISSION.



SIR PATRICK HASTINGS, K.C.: LEADING COUNSEL FOR MISS SAVIDGE AT THE INQUIRY.

On May 23 the Home Secretary moved: "That it is expedient that a tribunal be established for inquiring into a definite matter of urgent public importance, that is to say, the action of the police in connection with their interrogation of Miss Savidge on May 15, 1928." On the same occasion he announced that the Commissioners would be Sir John Eldon Banks, now retired, a Judge of the High Court, who was promoted to be a Judge of the Court of Appeal; Mr. John

J. Withers, M.P. (U.) for Cambridge University; and Mr. H. B. Lees-Smith, M.P. (Lab.) for the Keighley Division of Yorkshire. The Inquiry began at the Law Courts on June 6. It will be recalled that Mr. Cancellor, the Marlborough Street magistrate, dismissed the case against Sir Leo Money and Miss Irene Savidge on May 2, and allowed ten guineas costs against the police. Miss Lilian Wyles is an Inspector of the Women Police, attached to the Criminal Investigation Department.

THE CHINO-JAPANESE "CLASH" AT TSINANFU: NORTHERN



THE JAPANESE ATTACK ON THE CHINESE CITY: THE NORTH WALL BREACHED FOR THE DESTRUCTION OF A NATIONALIST MACHINE-GUN "NEST."



THE BOMBARDMENT BY THE JAPANESE, WHICH MADE TSINANFU SEEM "LIKE A CITY OF THE DEAD": THE WEST GATE AFTER IT HAD BEEN SHELLED ON MAY 9 AND 10.



ANOTHER SIGN OF THE SHELLING BY THE JAPANESE FORCES: THE REMAINS OF THE EAST WATCH-TOWER OF THE WEST GATE, TSINANFU.



ON THE DAY BEFORE THE CLASH BETWEEN JAPANESE AND NATIONALIST TROOPS: THE MAIN STREET CROWDED WITH NATIONALIST SOLDIERS ON MAY 2.



AN OFFICIAL WHO REFUSED TO LEAVE DUTY: MR J. P. KEATING, THE SENIOR BRITISH MEMBER OF THE TSINANFU POST OFFICE STAFF.



DURING THE NORTHERN RETREAT IN APRIL: "NEARLY HALF THE ROLLING STOCK WAS USED FOR THE PERSONAL EFFECTS OF NORTHERN OFFICERS."



COLLECTING CASUALTIES: THE BODY OF A JAPANESE SOLDIER (LEFT) ABOUT TO BE TAKEN TO A JAPANESE RED CROSS LORRY. AND THE BODY OF A NATIONALIST SOLDIER (RIGHT) ABOUT TO BE TAKEN TO THE OTHER JAPANESE RED CROSS LORRY



CAPTIVES, WITH HANDS TIED BEHIND BACKS, GUARDED BY JAPANESE SOLDIERS WEARING DISINFECTANT PADS OVER THEIR MOUTHS: SOME OF THE 902 NATIONALIST PRISONERS IN THE YARD OF THE TSINANFU POST OFFICE.

RETREAT; NATIONALIST OCCUPATION, JAPANESE SHELLING.



DURING THE RETREAT OF THE NORTHERN TROOPS FROM TSINANFU: AT THE STATION OF THE TSINANFU-PUKOW RAILWAY ON APRIL 30, WHEN THE CONFUSION BEGGARED DESCRIPTION.



AFTER THE NORTHERN RETREAT AND THE CUTTING OF THE LINE BY THE JAPANESE: THE STATION SHOWN IN THE PREVIOUS PHOTOGRAPH IN JAPANESE POSSESSION.



THE JAPANESE CARE FOR THEIR DEAD: WHITE BOXES CONTAINING THE ASHES OF FALLEN JAPANESE (AFTER CREMATION) BEING ENTRAINED BY SOLDIERY AT THE KIAO-TSI RAILWAY STATION, TSINANFU, PREPARATORY TO BEING CONVEYED TO JAPAN BY WAY OF TSINGTAO.



WEARING "TIN HATS" DURING STREET FIGHTING: JAPANESE PICKETS IN ACTION DURING A TSINANFU "CLASH"



A POSITION TWENTY TIMES ATTACKED BY NATIONALISTS: JAPANESE AT A BARRICADE ON THE NORTH WALL.

These photographs, which have just reached us from Tsinanfu, add to the illustrations we have already given of the "clash" between the Japanese and the Chinese at that place, an event concerning which the Japanese Government sent a statement to the League of Nations on May 28. Japanese troops, it will be recalled, arrived at Tsinanfu between the latter-part of April and May 2 last, and "established as the object of their protection an area containing about 80 per cent. of the Foreign Quarter, which constitutes the principal place of abode for Japanese." Before that, on April 30, the Northern troops had withdrawn; and on May 1 the Southern troops had begun to arrive in large numbers. According to the Japanese report: "By May 2 the number of the Chinese troops in the Foreign Quarter and within the Walled City had exceeded 70,000." Our correspondent sends an article, by himself, in which he writes: "An incident occurred to-day (May 3) as a result of which there were a number of casualties on both sides. The aftermath of the 'clash' mentioned was an ultimatum sent by General Fukuda, a Japanese Commander, on May 8, to General Kiang K'ai Shih. The Japanese demanded: (1) Acceptance of the ultimatum within

12 hours; (2) That all Nationalist troops withdraw to a distance of 20 'li' (7 1/2 miles) from the Commercial Settlement; (3) That the higher officers responsible for the clash of May 3 be severely punished; (4) That all anti-Japanese propaganda cease. The ultimatum was not accepted, and the Japanese prepared for an attack. After shelling the main gates of the Chinese city and of the suburbs on May 9-10, the Japanese occupied the native city. The Japanese report that their total casualties are 243, military and civilian. The Chinese casualties are estimated by some as high as 3750. Including those of May 3, they probably exceed 2000. For some days after the shelling Tsinan seemed like a city of the dead. For ten days all business was absolutely at a standstill. The Southerners drove out the Northerners; the Japanese shelled out the Southerners. To-day Tsinan has a Japanese Defence Commissioner (General Saito) assisted by the Chinese Chamber of Commerce, which is functioning as a sort of municipal council." To this he adds: "The masses are jubilant over the passing of the old order. They are welcoming the new régime, the Nationalists, with sincere enthusiasm." The photographs bring the story down to May 21.

ANGORA AS SEEN BY THE AFGHAN KING: TURKEY'S MODERN CAPITAL.

IT is difficult for a traveller through modern Turkey to refrain from drawing the obvious comparison which exists between that country and the Russia of the eighteenth century, since the methods of Europeanisation employed by Mustapha Kemal and Peter the Great are so very much alike. Apart from an important number of internal reforms, undertaken by both administrations (the discussion of which lies beyond the scope of this paper) both rulers devoted much of their attention, firstly, to making their people exchange their national dress and customs for those of Europeans; and secondly, to the founding of a new capital. Of course, the reasons which led them to wish for a new capital are in no ways the same; for, whereas the Russian ruler required his for economic purposes, Mustapha Kemal's motives were political. Nevertheless, the fact remains that the modern traveller visiting

Angora can watch a phenomenon which eighteenth-century visitors to Russia termed unique—that of the building of a new metropolis. Angora—the new capital of Turkey—lies in the centre of a barren plain, over which roam the famous Angora sheep and their picturesque shepherds. It is provided with admirable natural fortifications against incursions by a surrounding chain of hills and the lack of concealment to be found in its empty tracts of land. The old city—formerly little more than an



TWO PROGRESSIVE ASIATIC RULERS: KING AMANULLAH OF AFGHANISTAN (LEFT) WITH MUSTAPHA KEMAL PASHA, DRIVING TO THE RACES DURING HIS RECENT VISIT TO ANGORA.

ordinary Anatolian village—is built on a hill on the summit of which stands an ancient citadel, economically constructed of stones dating from many different civilisations and coming from various edifices, all being built into its walls regardless of their individual characters. Thus in one buttress we find two Byzantine crosses, an altar, a cornice with a Greek head sculptured on it, a column, and a Greek inscription put in upside down. Round the hill rise the minarets of several mosques, and at the foot of it can be seen the imposing remains of the Temple of Augustus, with some Hittite stones of great interest lying in its courtyard. In this old part of Angora veiled women wearing national costumes, Kurds arrayed in their striped garments, and water-carriers conveying water in disused petrol-tins are still frequently seen; but even here the majority of the population have adopted

European dress, and the copper-workers and quilt-makers, whose shops line the old high street, are generally to be seen wearing caps and Norfolk jackets. Very different is the modern section of Angora—the capital of the new Turkey. Not a mosque is there to be found among the new buildings that have been erected in a haphazard manner in the areas lying between the hill of the old city and the hill of Tchankaia—on which stand the Ghazi's palace (a fairly large house with a red brick roof) and the foreign Embassies (most of which

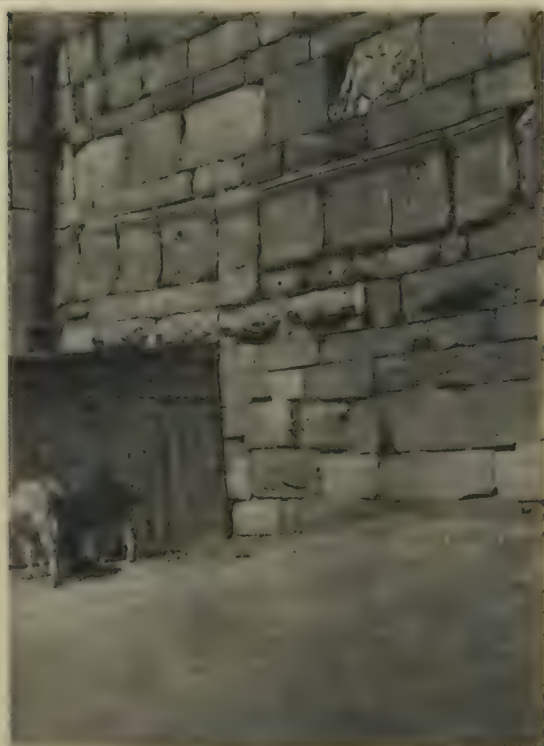
(Continued below.)



THE ANATOLIAN TOWN THAT HAS DISPLACED CONSTANTINOPLE AS CAPITAL OF TURKEY SINCE 1923: MODERN ANGORA, WITH A NOTICEABLE ABSENCE OF MOSQUES.



WHERE TWENTIETH-CENTURY ARCHITECTURE IS ALLOWED FULL PLAY: A TYPICAL STREET IN EUROPEANISED ANGORA, WITH NEW BUILDINGS UNDER CONSTRUCTION.



WITH STONES DATING FROM MANY CIVILISATIONS BUILT INTO THE WALL, REGARDLESS OF THEIR CHARACTER: PART OF THE OLD CITADEL AT ANGORA.

(Continued.)

are still being built). Tchankaia has aptly been called the "Boar's Hill" of Angora. Here are to be seen nothing but Government buildings of modern design and red brick villas of suburban aspect belonging to Deputies and other officials. Some of these villas are approached by roads the state of which depends upon the importance of the owner of the house; others have no roads running to their doors, and in winter, in order to reach them, visitors have to scramble through mud several feet deep. In fact, at times Angora very much resembles what one imagines an American "gold rush" town to be like. As yet it has no theatre or concert hall; bridge-playing is the only existing diversion, and is very popular. However, like any self-respecting European capital, Angora boasts of one pedestrian and two equestrian statues. They all represent Mustapha Kemal, and are placed upon sites which may in time become imposing. Of course, at times Angora strikes even the most lenient of us as being dull and *naïf* and lacking in character, but it is always saved from being ridiculous by the tremendous enthusiasm and pride taken in it by all those officials who willingly spend the greater part of the year in a town devoid of most entertainments, in order to make of Turkey a great European empire. And meanwhile, if nothing else comes of it, we have here at least a chance of seeing modern architecture, which in Western Europe is so frequently discussed and so rarely tried, being given free scope and developing in a manner which is definitely attractive.

T. T. R.



INCLUDING A CORNICE WITH A SCULPTURED GREEK HEAD AND A GREEK INSCRIPTION PUT UPSIDE DOWN: ANOTHER PART OF THE OLD ANGORA CITADEL.

The 'Plane House-Party: A New Society Diversion.

FROM THE PICTURE BY C. E. TURNER. (COPYRIGHTED.)



FLYING FOR A SUMMER WEEK-END: GUESTS ABOUT TO START FOR A COUNTRY VISIT IN THEIR "MOTH."

Civilian flying has taken a new form, and only last month there was a house-party at which the ten guests (all private owners of 'planes) arrived from London and Canterbury, in five "Moths" and a "Widgeon." The landings were made in the host's grounds, and the little flying-machines were housed in the ordinary car

garages. On the Sunday, the host and hostess accompanying their guests, the whole party flew from Cirencester to Lambourne Down, in Berkshire, for a picnic. Our drawing does not illustrate this particular event, at which Mr. and Mrs. Fitzgerald, of Marsden Manor, Cirencester, were the hosts, but it is typical.



THE SUMMER "CAR" OF THE RIVER: MOTOR-LAUNCHING ON THE THAMES, AWAY FROM THE JUMBLED TRAFFIC OF "WEEK-END" ROADS.

There has been much talk of late of the neglect of the river. That there is truth in the jeremiads of the boatmen cannot be denied; and, needless to say, the motor-car has come in for the chief blame. It is hardly fair, however, to put everything down to this; for it is to be feared that the weather has also played a malignant part on occasion! Given sunny days, indeed, the waters of the Thames, more particularly, retain all their attractions, and it may be added that the

motor-launch is gaining in popularity every year; is becoming, in fact, the "car" of the river. And to the motor-launch must now be added the outboard motor-boat; that is to say, the comparatively small craft with detachable motor and propeller. It may be prophesying rather far ahead, but it seems likely that, with the "week-end" roads a jumble of traffic, the river will be used more and more as a summer highway.

FROM THE PICTURE BY C. E. TURNER. (COPYRIGHTED.)

WILLS'S 'GOLD FLAKE'



*The
Leader*

THE WORLD'S MOST FAMOUS CIGARETTE

Special Packings: Cardboard boxes of 50, 2/5; 100, 4/8. Enamelled Tins of 50, 2/6; 100, 4/10.

ART TREASURES ; FINE FURNITURE AND TOMPION CLOCKS.



A CLOCK MADE BY TOMPION FOR KING WILLIAM III.: A POSSIBLE PURCHASE FOR THE NATION.

It is hoped that this fine clock by Tompion will be bought for the nation. Otherwise it will go to the United States. Mr. F. Mallett, of New Bond Street, the well-known dealer, values it at £5000. About £600 has been raised privately by the Victoria and Albert Museum. It is described as follows: "Long-case clock, the case veneered with finely-figured walnut wood and decorated with ornaments of ormolu, including a sub-plinth and the Royal monogram of King William III., for whom the clock was made by Thomas Tompion, London, c. 1695-1700. The movement goes for three months without re-winding." Tompion, who died in 1713, is buried in Westminster Abbey. It is interesting to recall that this clock sold for 125 guineas at the Duke of Cambridge's sale at Christie's in 1904, and that at the Dunn sale, at the same rooms in 1911, it fetched 280 guineas.



A TOMPION CLOCK ACQUIRED BY THE BRITISH MUSEUM: THE DIAL.

The clock was made to the order of Sir Jonas Moore for Sir John Flamsteed, the first Astronomer Royal, in 1676, and has all the latest improvements of its period. It went for a year without re-winding. Mr. Percy Webster, of Great Portland Street, who bought it at Christie's, and Mr. Roland Taylor, of Philadelphia, to whom he sold it, have ceded it to the Museum at the original price.



A GREAT CLOCK-MAKER WHO IS BURIED IN THE ABBEY: THOMAS TOMPION.

Tompion, whose portrait (from a mezzotint by T. Smith, after Sir Godfrey Kneller) is here given, has been called "The Father of English Clock-Making." He is associated not only with such clocks as those illustrated, but with a chamber clock and a pocket sun-dial and compass of gold in the British Museum.



A WALNUT ARM-CHAIR: CHARLES II.

The set consists of six Charles II. walnut chairs and two arm-chairs. The barley-sugar twisting, the elaborate stretchers, and the cane-work are characteristic. For generations the chairs were in the family of Wing-Commander C. H. B. Blount, and were originally at Aston Hall, Birmingham.



A "QUEEN ANNE" WALNUT CHAIR: ONE OF SIX.

The shell ornaments should be noticed. On the leather seats are stamped portraits of William III. and Mary, who reigned from 1689 until 1702. Hence these chairs, to judge from the covering, were pre-Queen Anne.



A QUEEN ANNE WALNUT CHAIR—ONE OF TWELVE.

These are on cabriole legs with club feet, and the backs have urn-shaped splats. The seats are covered with woolwork which has a bold design of flowers and foliage in colours.



A CHIPPENDALE MAHOGANY CHAIR—ONE OF SIX.

The fine adaptations from the French and the Chinese fretwork should be noted. The peculiar legs and supports are suggestive of Chippendale. These chairs belonged to Earl Howe.



A QUEEN ANNE WALNUT CHAIR—ONE OF A PAIR.

These are well within the true Queen Anne period. The claw-and-ball feet are evident. The seats are covered with old English petit-point needlework, with foliage and flowers in colour.

With regard to the old English furniture illustrated, it should be noted that these particularly interesting pieces figured in the sale at Messrs. Christie's on June 13, when there came under the hammer furniture, objects of art, and tapestry, the property of Earl Howe, removed from Penn House, Amersham,

Bucks; the Earl of Orford, removed from Wolterton Park, Norfolk; Lord Glenarthur; and others. On the same day and at the same rooms were sold the English Royal miniature portraits, the property of the late Captain J. H. Edwards-Heathcote, examples of which were reproduced in our issue of June 9.

FROM THE WORLD'S SCRAP-BOOK: NOTABLE SCENES AND PERSONALITIES.



THE FIRST TRANS-PACIFIC FLIGHT FROM AMERICA TO AUSTRALIA: (L. TO R.) LT. LYON (NAVIGATOR), CAPT. KINGSFORD-SMITH (PILOT), MR. ULM, AND MR. WARNER. Two Australians—Captain Kingsford Smith and Mr. Charles Ulm, and two Americans, Lt. H. W. Lyon and Mr. James Warner, formed the crew of the "Southern Cross," the aeroplane in which they made the first flight across the Pacific (7340 miles) from America to Australia, via Hawaii and Fiji. They left Oakland, California, on May 31, and landed at Brisbane on June 9.



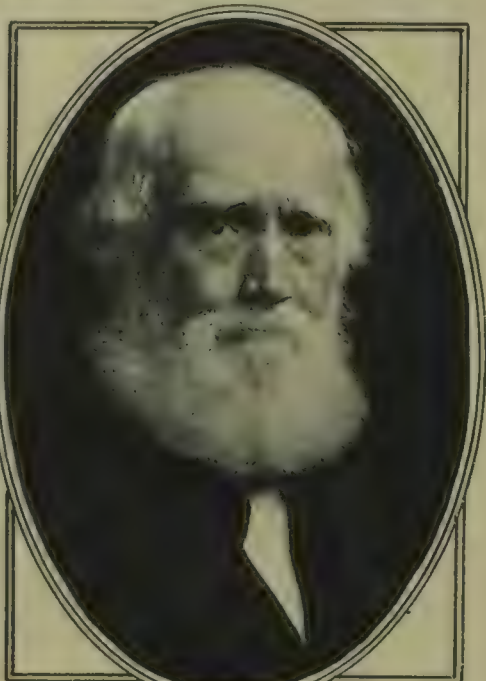
THE POLAR AIRSHIP "ITALIA" LOCATED: GENERAL NOBILE (SECOND FROM LEFT) WITH THREE OF HIS COMPANIONS, AND HIS TERRIER, TITINA, IN THE ARCTIC. On June 9, the good news came that the airship "Italia," which had for some time been missing in the Arctic on its return flight to Spitzbergen from the North Pole, had at last been located, and wireless communication established with the base-ship "Citta di Milano." The crew of the airship were reported to be all alive, but had become separated into two or three parties.



MR. DENNIS EADIE.
(Born in Glasgow, 1875; died in London, June 10.) Well-known actor-manager and lessee of the Royalty Theatre. Began in 1911 his partnership with Mr. J. E. Vedrenne at the Royalty. Appeared with special success in "Milestones" and "The Man Who Stayed at Home."



SIR ALAN COBHAM'S FLYING-BOAT AT ROCHESTER AFTER HIS 2000-MILE COAST FLIGHT: THE "SINGAPORE" LYING IN THE MEDWAY. Sir Alan Cobham followed his great 20,000 mile air tour across and round Africa, on his return to England, with a 2000-mile flight to seaports along the coasts of the British Isles. Lady Cobham again accompanied him. In his Short Rolls-Royce all-metal flying-boat, "Singapore," they arrived at Rochester on June 11.



MR. JOHN LEWIS.
(Born, 1836; died at Spedan Tower, Hampstead, on June 8.) Founder (in 1864) of the large silk and drapery business in Oxford Street and Holles Street, where one of the houses which he acquired and rebuilt was the birthplace of Byron.



THE 158TH ANNIVERSARY OF CAPTAIN COOK'S LANDING IN AUSTRALIA: THE UNION JACK FLYING ON THE ROCK WHERE HE FIRST SET FOOT AT BOTANY BAY. "It was on this rock," writes a correspondent, "158 years ago, that Captain Cook made his first landing in Australia, at Botany Bay, on April 28, 1770. The Trustees of Captain Cook's landing place held their annual celebration on April 28, 1928, when the Governor of New South Wales, Sir Dudley de Chair, was among those who took part, and he delivered a stirring speech."



BAPTISMS IN PUBLIC BATHS: A MINISTER OF THE BIBLE STANDARD CHURCH PERFORMING THE RITE BY TOTAL IMMERSION, AT GLASGOW. On June 10 more than a hundred people of both sexes were baptised, by total immersion, in the Calder Street Public Baths at Glasgow. They also, it is reported, made confession. The ceremony was held in connection with the Bible Standard Church. The officiating Minister was Pastor Gilbert T. Fletcher. Our photograph shows a number of women taking their turns.

THE WELSH WAR MEMORIAL UNVEILED: THE PRINCE AT CARDIFF.



WALES COMMEMORATES HER 35,000 DEAD: THE UNVEILING OF THE WELSH NATIONAL WAR MEMORIAL IN CATHAYS PARK, CARDIFF, BY THE PRINCE OF WALES, BEFORE A GATHERING OF SOME FIFTY THOUSAND PEOPLE—A REMARKABLE PHOTOGRAPH TAKEN FROM AN AEROPLANE DURING THE CEREMONY.



JUST AFTER HIS SPEECH CONCLUDING WITH THE WORDS (SPOKEN IN WELSH)—"THEY SHALL NOT BE FORGOTTEN SO LONG AS A BREEZE BLOWS OVER HER SHORES": THE PRINCE OF WALES (IN FULL-DRESS UNIFORM AS COLONEL OF THE WELSH GUARDS) OPERATING THE MECHANISM THAT UNVEILED THE WAR MEMORIAL.

The Prince of Wales visited Cardiff on June 12, and unveiled in Cathays Park the Welsh National War Memorial, in the form of an open, circular temple, commemorating 35,000 Welsh men and women who gave their lives in the Great War. Before he performed the ceremony, the Prince made a short speech concluding with these words spoken in Welsh: "Mewn anghof ni chant fod tra awel dros ei draethau hi," the English meaning of which is: "They shall not be forgotten so long as a breeze blows over her shores." During the railway journey to Cardiff the Prince had been coached in Welsh pronunciation by Mr. Lloyd George, who,

it may be recalled, gave him similar tuition when, at the age of seventeen, he went to Carnarvon for his investiture as Prince of Wales. After the unveiling ceremony the Prince signed an album containing the Welsh Roll of Honour, and Mr. Lloyd George, speaking in Welsh, asked Lord Aberdare, President of the National Museum of Wales, to receive the book for safe keeping there. A fresh page of it will be turned every day. The ceremony at Cardiff was attended by some 50,000 people, who at the close sang with immense enthusiasm the Welsh national anthem, "Land of Our Fathers."

THE WORLD OF WOMEN:



LADY JEAN CRICHTON-STUART.

Daughter of the Marquess of Bute. Married to the Hon. James Bertie in the private chapel of Lord Bute's estate, Mount Stuart, on June 12. For the first time, the new £50,000 altar was used.



PRINCE CHICHIBU'S BRIDE-ELECT WITH HER FATHER: MISS SETSUKO MATSUDAIRA AND THE JAPANESE AMBASSADOR TO THE U.S. Miss Matsudaira is expected in Yokohama, with her father, about June 22. Her wedding to Prince Chichibu, brother of the Emperor, and heir-presumptive to the throne, will take place in September.



THE SECRETARY WHO DREW FELSTEAD IN THE STOCK EXCHANGE DERBY "SWEEP": MISS NITA HELME AT HOME WITH HER SISTER. Miss Helme, whose ticket was given to her by her employer, Colonel R. Thompson, will, it is understood, share her winnings with him. Part of her ticket was sold; but her gain is nearly £50,000.



SEÑORITA MERCÉDES DE CASTELLANOS.

It was officially announced on June 8 that the marriage arranged between General Primo de Rivera, Marquess de Estella, the Spanish "Dictator," and Señorita Castellanos would not take place.



LADY (ROWLAND) BLADES.

Recommended as Conservative candidate for the Epsom by-election. Wife of the retiring Member, who has been elevated to the Peerage. President of the local Women's Conservative Committee.



AN EMANCIPATOR OF AFGHAN WOMEN: QUEEN SOURIYA OF AFGHANISTAN—PHOTOGRAPHED IN THE CRIMEA.

It is reported that in future no Afghan woman will be married without Queen Souriya's consent, and that no Afghan man will be allowed to take a second wife without the written permission of his first wife, concessions granted to her Majesty by her husband, King Amanullah.

MISS FLORA WOODMAN.

The Minnehaha of the Royal Choral Society's performances of Coleridge Taylor's "Hiawatha," at the Royal Albert Hall. The King and Queen were present on June 11.



MME. ROSETTA PAMPANINI.

Madame Rosetta Pampanini, who is new to Covent Garden, made an immediate success as Cio-Cio-San in "Madama Butterfly," when that famous Puccini opera was revived the other day.



MISS HELEN M. KEYNES.

Labour candidate for the Epsom by-election. Member of the executive of the Fabian Society, and of the Rural Reconstruction Society executive; and Chairman, Fabian Women's Group.



DONNA MYRIAM POTENZIANI VISITS THE "ZOO" WITH HER FATHER, THE GOVERNOR OF ROME: THE SEA-LIONS PROVIDE A LITTLE DIVERSION.

Among their numerous activities since their arrival in London to return the visit made to Rome by the Lord Mayor, Prince Potenziani and his daughter have visited the "Zoo." In the photograph Donna Myriam is seen, next to the keeper. The Governor is in the centre, in a light overcoat. The Prince brought with him, for the City, a reproduction of the figure of the wolf suckling Romulus and Remus which is in the Capitol.



THE QUEEN SHOWS HER INTEREST IN FOLK-DANCING: HER MAJESTY STOPS HER CAR IN HYDE PARK, TO WATCH THE LEAGUE OF ARTS ENTERTAINMENT.

Driving through Hyde Park on Saturday, June 9, her Majesty stopped her car in order that she might witness some of the country dances that were being given there under the auspices of the League of Arts. The visit was a very pleasant surprise for those taking part in the entertainment, and, needless to say, was much appreciated. A number of the dancers moved about the car, and the Queen took particular notice of two little girls in poke bonnets.



SILENT ADMIRATION

Conversation is lulled for the moment in sheer admiration of her beauty and bearing.

In all parts of the world sophisticated women use "4711" Eau de Cologne. For nearly 150 years it has been the favourite of people with refined taste.

The "4711" never varies in quality and it is famous for its purity, fragrance and guaranteed strength.

The genuine "4711" with the Blue and Gold label is supplied by Chemists, Perfumers, and all dealers in high-class perfumes.

2/6, 4/9, 8/9, 15/-, 30/-,
and 56/- per bottle.

4711. Eau de Cologne

An old Scotch friend
-more readily yours



The
 NEW CAP

*so easy
 to open*



*— just lift
 the little lever*

The WHISKY of
 HIS
 ANCESTORS

*Yours to-day
 sealed with
 the New Cap. So
 easy to open — so
 convenient to use
 No Corkscrew*

DEWAR'S

THE TORCHLIGHT TATTOO—BY DAY: ALDERSHOT'S FINEST EFFORT.



THE STORMING OF BADAJOZ: WELLINGTON'S TROOPS ATTACKING A FRONTIER FORTRESS IN SPAIN—ONE OF THE GREAT BATTLE PICTURES TO BE ENACTED IN THE ALDERSHOT TATTOO—A DAYLIGHT REHEARSAL IN THE RUSHMOOR ARENA BEFORE THOUSANDS OF SCHOOL-CHILDREN.



NOT A FULL-DRESS REHEARSAL, OWING TO RAINY WEATHER: INFANTRY EVOLUTIONS PERFORMED PARTLY IN HISTORICAL UNIFORM (AS SEEN ON THE RIGHT) AND PARTLY IN KHAKI—A DAYLIGHT REHEARSAL OF THE ALDERSHOT TATTOO BEFORE AN AUDIENCE OF SCHOOL-CHILDREN AT RUSHMOOR.

The Aldershot Command Tattoo, to be given at night during Ascot Week (June 21 to 23) is expected to be the most magnificent that has yet been produced. The daylight rehearsal (here illustrated) on June 7 should have been in full dress, but owing to bad weather character costumes were countermanded, and most of the men wore khaki, except some detachments that had left barracks before the order was given. The audience was composed mainly of thousands of school-children, but included also a party of war victims sent by the Not Forgotten Association, and afterwards entertained by the Tattoo Committee. One scene of the Tattoo shows rifle and light infantry evolutions of the Waterloo

period, carried out by the 1st Royal Ulster Rifles. Among the most picturesque and impressive episodes are those representing Crusaders of the twelfth century, and the storming of Badajoz is preceded by a scene showing Wellington's foxhounds. In the battle picture the 3rd, 4th, and Light Divisions, which assaulted Badajoz on April 6, 1812, are represented by the 1st Royal Ulster Rifles, 1st King's Shropshire Light Infantry, and 1st Highland Light Infantry. The defenders are impersonated by the 2nd K.R.R.C. The scene, which is considered the most exciting ever staged in a Tattoo, shows the assault on the breaches, the escalades, fighting on the battlements, capture of the castle, and surrender of the town.

THE FINE ART OF COLLECTING.

XVI.—OLD ENGLISH GLASS: A GREAT FIELD FOR THE COLLECTOR.

By ARTHUR HAYDEN, Author of "Bye-Paths in Collecting," "Chats on Old Silver," "Old Sheffield Plate," etc.

English glass, simple and delightfully reticent, is properly beloved by collectors. Even with so great an apparent simplicity, it offers innumerable pitfalls, and the collector should get the advice of an expert before he embarks upon glass-collecting. Personally, without fear and without favour, one

might hold a hand up and count five and get down to three before finding experts on English table glass. Therefore there is much for the collector to learn, if he can, of this particular field. A fine unerring instinct regarding old glass only comes after handling thousands of examples.

Among early English specimens it is best for the collector only to think of the eighteenth century. One must always remember that the fashion of the cabinet-maker, and especially of the silversmith, influenced the glass-worker. Take the illustration (No. 3) with three glasses. The middle one is the oldest. There are technical terms in glass, and this is called baluster stem with knop, and its date is at the beginning of the eighteenth century. The glass on the left is later by some twenty or twenty-five years, and shows the baluster stem graduated. Both these examples claim a distinction above the third example on the right, which was for ordinary tavern use and has survived those days of conviviality.

Of course, there is always the suggestion of silver models in these older forms—which, by the way, determines their date if we consider that the silversmith often, or perhaps even always, came first. We find the same principle governing the models of the potters. First the goldsmith and the silversmith creating, probably running parallel with the cabinet-maker, always attempting to fall in line with a fashion. Afterwards came the glass-worker and the potter.

Naturally glass offers infinite variety of form. We are now dealing with blown glass, just that peculiar form of craftsmanship that demands so much skill. Seeing and knowing and understanding, how many of the great crowd of collectors worship the magically blown result that the old glass-worker has given! Every collector of old English glass should hang on his walls that strong etching by Jacob Hood of bottle-blowing,

depicting craftsmen at the white-hot furnace stripped to the waist. In regard to differentiation in old English glass, there are examples which may be denoted as relics. They bear Stuart emblems. They belong to the days of Charles Stuart, the Young Pretender, and toasts were sung, no doubt, to the air, "Charlie is my darling, the Young Chevalier." They bring big prices at auction when well

authenticated. But such glasses belong to a very special branch of collecting.

One likes still to follow the baluster ornament governing the stem. There are many technical terms. In the four glasses we illustrate: (No. 1) Beginning at the left is what is termed the dropped knop, of



1. VARIATIONS IN THE STEMS OF OLD GLASSES: (FROM LEFT TO RIGHT) (1) THE DROPPED KNOP; (2) A MULTI-RINGED EXAMPLE; (3) THE BALUSTER STEM DISCARDED; (4) AN "ACORN" BALUSTER.

baluster form. Next is a multi-ringed example. The smaller glass leaves the baluster form altogether. The one on the right is termed an "Acorn" baluster. It is not to be supposed that the inventors coined such names, but nowadays, finding relative forms, some identity must be established. Of course, prettiness and elaboration of technique must find a fitting place. It was the Italian mind, out of Murano, which made delicate spiral twists and offered a wonderful play of craftsmanship. The group illustrated (No. 2) shows the various types of air twists and the control of his medium that the glass-worker obtained. Such examples always appeal to the beginner in glass-collecting. But it is the glorious mastery over the white-hot fire that should win acclamation no less than the picturesque results.

It is impossible to speak of English glass without including Waterford. If one really wishes to speak of Irish glass, there are Dublin, Cork, Londonderry, Newry, and Ballycastle.

It is interesting to read the evidence of Robert Hurst of Bristol, a glass-worker who affirmed, before the committee to inquire into the Commercial Relations between Great Britain and Ireland, that he obtained most of his raw materials from Ireland. And that was in 1785. It may be learned, too, that all the wonderful cutting of old Irish glass came from English workmen, and the proprietors of the Dublin glass-houses and those of Drumree and Belfast were Englishmen. Everything Irish nowadays is styled "Waterford." There could be no wilder surmise. A visit to the National Museum, Dublin, would enable the collector to place Waterford glass in its right place. There are many fabricators of so-called Waterford glass.

Something must be said of cut glass. It is anathema to the very aesthetic, who, be it said, are not averse to wearing cut stones. It cannot be wholly defended that the cutting of glass, offering glorious facets of light, is to

be regarded as something inartistic. There are all sorts of collectors who have specialised in cut glass. It comes late; but possibly it has an artistry hitherto not quite explored. There was quite a lot of English glass at the time when our grandmothers treasured Bohemian glass of wonderful colours. Or perhaps it came diamond-cut, fine and glorious, embellished with cameo designs. But somehow it all came to an end, and collectors just of these remnants may feel proud to have rescued such fragile ornaments and vases. But the most permanent of all are the English-blown drinking-glasses of the eighteenth century conserved in closets by womenfolk, lying in country houses, the heritage of those days now coming to light to teach the collector of old glass what exquisite form and grace and beauty belonged to the eighteenth century.



2. OLD GLASSES WITH STEMS MADE IN DELICATE SPIRAL TWISTS, OF ITALIAN ORIGIN: A GROUP SHOWING WONDERFUL CRAFTSMANSHIP, AND THE GLASS-WORKER'S MASTERY OF THE FURNACE.

subtlety to great ornateness, as in German glass, there lies many a lesson.

The evolution of ornamental forms is a fascinating study. In the Gulf of Venice swims the little sea-horse (*Hippocampus hudsonius*), some three or four inches long, who attaches himself to reeds and is really very graceful. The Italians employed his form and made him at once a rectified handle to a glass vase. We English have done that in silver without knowing the origin. We have also employed dolphins greatly in metal-work. Most of us have seen dolphins. At any rate, they are to be found on the Thames Embankment—around the lamp-posts. But, seizing the Italian design, the German glass-blower, forgetting or ignoring the little sea-horse and other slight ornament, became at once Teutonic in exaggeration. He put wings, of bulging decoration, to vases not explainable except that they are elaborate ornament.

Possibly with the exception of mirrors, of which we do not now treat, the English glass-blower, insularly situated, with fewer models for guidance, accordingly became noticeable in his simplicity of design. It is as though, without knowing what anybody else had done, he set out to carve a new path of his own. Leaving all the earlier periods where glass was some wonderful import from the Continent, we find the English glass-worker steadily pursuing his own devices. In this respect, therefore, the English glass-blower offers something quite national to the collector. Our old English glass is something which demands great study, and there are very few indeed who claim such an intensive knowledge as to differentiate between what rings true and what does not. It is an exceptional gift only to be won after long study.



3. EARLY ENGLISH GLASS OF THE EIGHTEENTH CENTURY: (CENTRE) A BALUSTER STEM WITH KNOP, ABOUT 1700; (LEFT) A LATER GLASS, ABOUT 1720, WITH BALUSTER STEM GRADUATED; (RIGHT) A GLASS FOR TAVERN USE.

AN "APHRODITE" OF SEVENTEEN:
"A GREEK ORIGINAL" OF 300 B.C.

AND OTHER ANCIENT SCULPTURES
LATELY "UNDER THE HAMMER."



SAID TO HAVE BEEN FOUND ON THE SEA-BED OFF THE COAST OF EGYPT: A TORSO OF A DANCING FAUN, IN ALABASTER (15 IN. HIGH).



"APHRODITE": A MARBLE STATUETTE FROM ALEXANDRIA: ROMAN ON HELLENISTIC MODEL; MODERN HEAD (14 IN. HIGH).



A MARBLE TORSO OF DIONYSOS, AS A BOY, WITH A LOCK OF HAIR OVER EACH SHOULDER: A GREEK ORIGINAL (4TH CENT. B.C.), OR ROMAN COPY (27½ IN.).



SAID TO HAVE BEEN FOUND IN ROME, NEAR THE PIAZZA COLONNA: A HEAD OF A YOUNG SATYR IN RED QUARTZ (4½ IN. HIGH).



A PANTHER'S HEAD, WITH EYES INLAID: THE UPPER PART OF A TABLE-LEG IN GIALLO ANTICO—ROMAN WORK FROM ALEXANDRIA (17 IN. HIGH).



A LIFE-SIZE MARBLE HEAD OF A YOUTH, PROBABLY DIONYSOS: A FINE ROMAN COPY OF A 4TH CENTURY B.C. ORIGINAL (11 IN. HIGH).

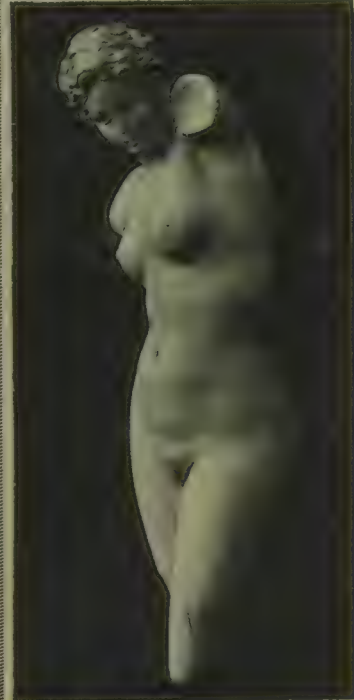


"A MAGNIFICENT ANCIENT GREEK STATUETTE OF APHRODITE" SHOWN YOUNGER THAN USUAL: "ONE OF THE MOST CHARMING REPRESENTATIONS OF THE GODDESS" (21 IN. HIGH IN ITS PRESENT STATE).



"THE HEAD (BROKEN OFF AND REPLACED) QUITE CERTAINLY BELONGS TO THE BODY": PART OF THE ADJOINING STATUETTE.

"THE ATTITUDE POINTS TO SOME RATHER VIGOROUS ACTION; THE GODDESS WAS PROBABLY TWISTING HER HAIR INTO A KNOT AT THE BACK": THE STATUETTE OF APHRODITE SEEN FROM ANOTHER POINT OF VIEW.



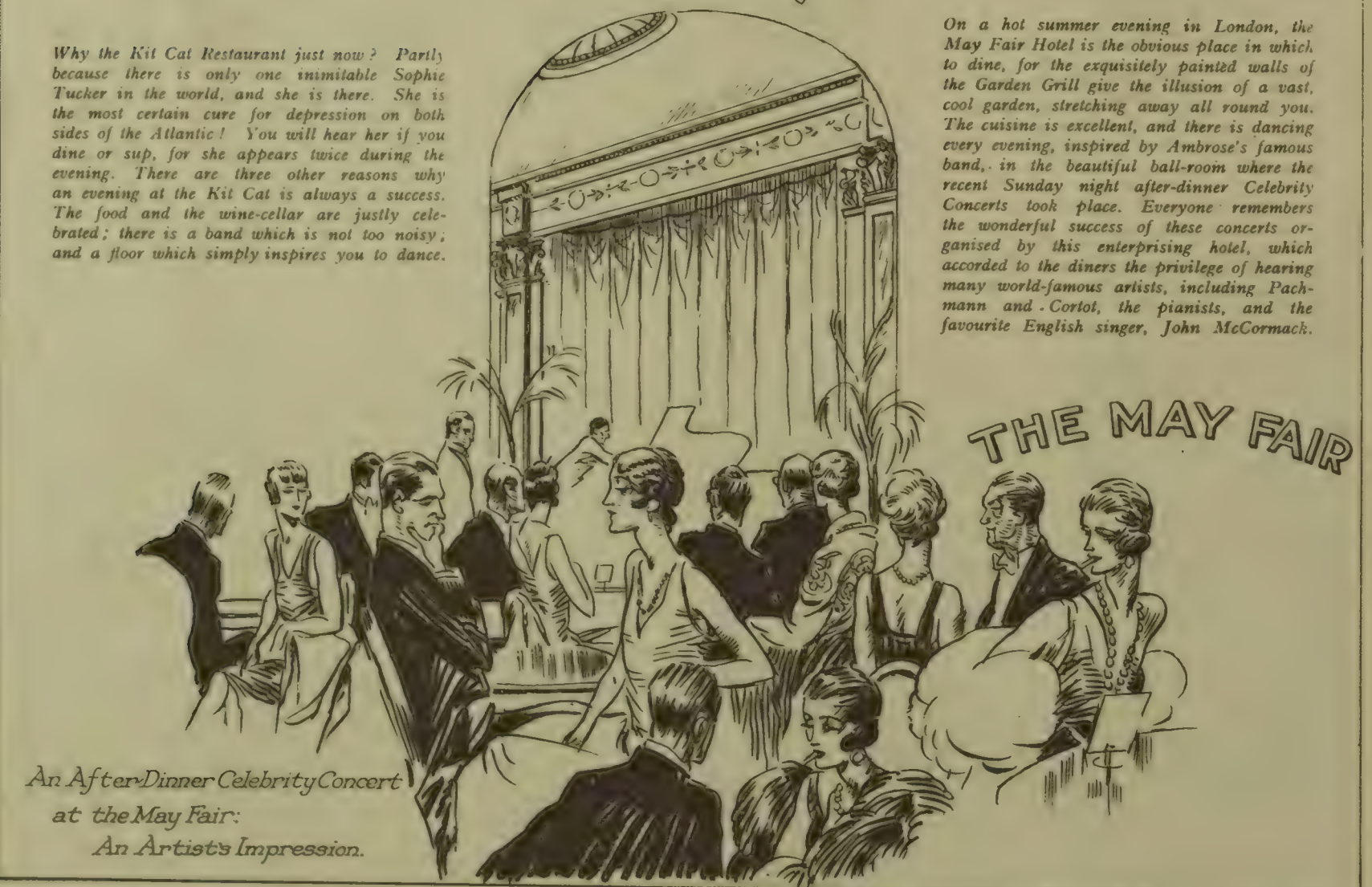
We illustrate here the chief examples in a sale of "a few pieces of fine sculpture" announced for June 12 at Sotheby's. Describing the principal item, "a magnificent ancient Greek marble statuette of Aphrodite" (shown in the third row of photographs), a note in the catalogue said: "The head was broken off and is replaced; the break is clean, and the head quite certainly belongs to the body. . . . The right arm was lowered (probably bent at the elbow); the left was raised; the attitude of the body, the strong turn of the head and the raised arm, point to some rather vigorous action; the goddess was probably twisting her hair into a knot

at the back. . . . She is represented younger than usual (perhaps about 16 or 17), but so she is, for example, in the Anadyomene of the Gabinetto delle Maschere in the Vatican. The statue stands by itself; there are no ancient replicas known, and it is undoubtedly a Greek original. The date is probably the early Hellenistic period—say about 300 B.C. A certain analogy is provided by the Apollo of Cyrene in the British Museum (turns of head and body, small mouth, treatment of hair). The modelling of our statue is of great beauty. . . . It is one of the most charming representations of the goddess that have come down to us."



Why the Kit Cat Restaurant just now? Partly because there is only one inimitable Sophie Tucker in the world, and she is there. She is the most certain cure for depression on both sides of the Atlantic! You will hear her if you dine or sup, for she appears twice during the evening. There are three other reasons why an evening at the Kit Cat is always a success. The food and the wine-cellar are justly celebrated; there is a band which is not too noisy; and a floor which simply inspires you to dance.

On a hot summer evening in London, the May Fair Hotel is the obvious place in which to dine, for the exquisitely painted walls of the Garden Grill give the illusion of a vast, cool garden, stretching away all round you. The cuisine is excellent, and there is dancing every evening, inspired by Ambrose's famous band, in the beautiful ball-room where the recent Sunday night after-dinner Celebrity Concerts took place. Everyone remembers the wonderful success of these concerts organised by this enterprising hotel, which accorded to the diners the privilege of hearing many world-famous artists, including Pachmann and Cortot, the pianists, and the favourite English singer, John McCormack.



An After-Dinner Celebrity Concert
at the May Fair:
An Artist's Impression.

TWO OF LONDON'S LATEST RESTAURANTS.

With the exception of New York, probably London has had more new hotels since the war than any other city in the world. The King and Queen paid a visit to the May Fair Hotel when it was first opened, since when it has become

one of the most popular rendezvous of the London Season. The Kit Cat, formerly a club of the same name, is now a restaurant which is open to the public for luncheons, dinners, and suppers.

Sports Fashions for the Summer Holidays.



These tennis frocks are in thick crêpe-de-Chine, one embroidered "à jour," and the other worked with tiny silk flowers in pastel colourings at the neck and pockets. The coat is of embroidered linen. From Robinson and Cleaver's, Regent Street, W.



There is a distinct border line this season between land and water bathing fashions. Here is a beach suit in blue and orange checked taffeta, and a swimming costume in jade green and white silk frisca, both from Harvey Nichols, Knightsbridge, S.W.



This yachting outfit has been designed and carried out by those well-known authorities, Burberrys in the Haymarket, S.W. The coat is of navy flannel, and the skirt in white.

The sporting holiday is now an established institution, and midsummer fashions have changed a great deal in consequence. Smartness is interpreted by practical, workmanlike modes that leave no doubt as to their purpose. The greatest change of all, perhaps, lies in bathing and tennis clothes. Imagine, for a moment, the old-fashioned voluminous bathing gowns of serge, whose weight alone made swimming almost an impossibility, and compare with them the attractive sea-suits above, one the American "vest-and-shorts" style, for the water, and the other a beach sun costume. As for the tennis frocks, their brief pleated skirts and lack of sleeves give a freedom of movement which has caused a complete transformation in the general standard of women's play during the last few years.



These summer golfing outfits for the links are cool and comfortable. The three-piece on the right is of natural hopsack, the jumper interwoven with gold and scarlet thread. "Snow frisca" expresses the second ensemble. They are at Marshall and Snelgrove's, Oxford Street, W.

Yachting is a sport in which women are taking each year a more active part. There are now many famous yachswomen occupied in the sailing of their own boat, and fashions for Cowes are intensely practical. Smartness is achieved by absolute correctness in every tiny detail. Sailorlike costumes with well-cut navy-blue jackets and white skirts are the accepted mode, worn with white woolly sweaters or high-necked silk blouses, with which may be worn a striped tie in the yacht's own colours.



A new motoring coat and hat expressed entirely in red leather. The skin is soft and supple as a woven fabric, and is a speciality of Dunhills of Conduit Street, W.

Golf fashions in the summer are always rather a problem. The heat demands light clothes, but it is an unwritten law that only subdued colourings are good form on the course. This year there are cardigan suits in "well-ventilated" materials which let the air through, such as the two attractive models pictured here. They are distinctive, without losing their workmanlike appearance. For motoring, which is now as universal as any other sport, nothing supersedes the smartness of a good well-cut leather coat.

Fashions & Fancies

To complete the sporting atmosphere, the shoes, although very high-heeled, are carried out in white doeskin with back and heel in dark brown willow calf.

Bathing Suits and Wraps.

Although the bathing modes are less elaborate this year, and slim, woollen suits are *de rigueur*, they can be made exceedingly smart by subtle variations. A very effective swimming costume with a sleeveless coat to match, for instance, is the one sketched here, carried out in bright blue, spotted with orange and yellow. The price is 55s. 9d. complete at Debenham and Freebody's, Wigmore Street, W. The bathing coat is of towelling printed with irises, and costs 29s. 6d. Capes of towelling printed in gay designs and bordered with fringe can be obtained from 16s. 9d., and the new three-quarter coats are 35s. 9d. A belted swimming suit of thick wool with plain shorts and the top in the fashionable diagonal stripes, can be secured for 18s. 9d., and a plain one in two colours embroidered with a monogram and fitted with a buttoned bodice is 27s. 9d. Canadian suits (tunic and knickers) in brightly striped worsted are 29s. 6d., carried out in very effective colour schemes. In the same salon you can find rubber flowers to match the caps, available from 3s. 6d., and caps and helmets in every shape and colour.

Ensembles for Smart Summer Functions.

There are very many attractive versions of the two-piece ensemble this summer. Printed chiffon and ninon in lovely flowered designs are very favoured materials, and heavier crêpe-de-Chine frocks with short, loose jackets are smart rivals. The two attractive models sketched on this page express very happily both variations of the mode. The long coat and frock trimmed with tiers of pleated frills are carried out in rose-printed chiffon, and the second model is of pinky-beige crêpe-de-Chine with the short coat beautifully braided in green, gold, and white in an old-fashioned "conventional" design. These ensembles cost 12 guineas and 10½ guineas respectively at Woollands, Knightsbridge, S.W., where there is a very varied collection of fashionable summer toilettes at quite moderate prices. For instance, delightful three-piece affairs with a sporting air about them, for week-ends in the country or by the sea, are carried out in washing silk, the cardigan and skirt boldly striped, and the jumper plain with some novel decoration formed by appliquéd stripes. These are 9 guineas complete. By the way, this salon makes a speciality not only of "full women's sizes," but also of "between sizes."

Stephanotis— the New Perfume.

One of the most difficult things to find is a new perfume which is individual without being too exotic for good taste. There is never any doubt about the lovely perfumes produced by Floris, the famous *parfumeur*, of 89, Jermyn Street, W. His "Mallarmé," "Roman Hyacinth," and "Red Rose" are still favourites with every woman who loves fine perfumes.

These attractive ensembles come from Woollands, Knightsbridge, S.W. One is in pinky-beige crêpe-de-Chine, beautifully embroidered, and the other in rose-printed ninon.

Very smart indeed is this "spotted" bathing suit carried out in blue with yellow and orange dots. It has a sleeveless coat to match. The bathing coat on the left is in white towelling printed with irises in lovely colours. They were sketched at Debenham and Freebody's, Wigmore St., W.

Midsummer Fashions.

Although everyone is talking of Ascot and race toilettes this week, from a fashion point of view the subject has long been exhausted. Everyone by now has seen the delightful printed chiffons, satin coats, and lace-trimmed straw hats which will make their formal appearance in the Paddock. Henley is the next "well-dressed" engagement of the year, but the mode veers a little more towards the "sporting" genre of clothes rather than

the *grande toilette*. This time, for instance, you will meet crêpe-de-Chine jumper suits in vivid marigold colour and white, worn with spotted scarves knotted loosely round the neck; while hat, bag, and gloves are all decorated with the same neat design in felt of three different colours. Light straw hats, strewn with felt leaves or with the brim underlined with felt in a dark colour, are being specially created for this occasion, as they combine a strictly sporting and softer summer-like atmosphere. Short silk cardigan coats matching the jumper suits or in a contrasting colour to harmonise with the sunshade complete these river modes, and some are marvellously embroidered with very fine tapestry work.

Sunshades and Shoes for the Sea.

Sunshades are in their element on the river and by the sea. Those of brown canvas, hand-painted and signed by a well-known French artist, are very smart, and some of the most striking are sold with large separate posies of flowers to match the design. The very elaborate parasol is superseded by this plainer, more amusing variety, which has sometimes the handle formed by a fantastically dressed doll, her feet forming the ferrule. For the sea, the sports silhouette, generally interpreted by the jumper suit, is a foregone conclusion. A very thin cashmere woven with tinsel has made a definite appearance in this connection; also a thin canvas material which pleats and tailors admirably.

The dressing-table of every beautiful woman should bear the new perfume of Floris, which he has christened "Stephanotis," and this beautiful blue-tinted cut-glass jar.

There is a new addition to his creations, however—"Stephanotis," a wonderful scent, entirely distinctive, culled from a rare hot-house flower. "Honey-suckle" and "Freesia" are his latest flower rivals, redolent of the peculiarly elusive scents of those flowers. The perfumes are obtainable from 10s. 6d. upwards. Floris also specialises in fine face-powders, delicately scented, and in beautiful jars for bath-salts and toilet-table decoration. One is pictured in the group at the top of this page, made of cut glass tinted with sapphire-blue.





ATTRACTIVE TOURS



Special Tours are being organised to South Africa during the European Summer from June to August. This period covers the Southern Winter and offers splendid opportunities for visiting, under ideal weather conditions, the Victoria Falls, the picturesque Low Country and wonderful Game Reserves of the Transvaal, the Drakensberg and the delightful coastal areas of Natal, including Durban at the zenith of its Winter season.

For sportsmen these tours provide the additional lure of excellent hunting and shooting, while the interest and attractions of the South African Winter season will be heightened this year by a series of Test Matches between the famous All Black (New Zealand) and Springbok (South African) Rugby Football Teams.

Concessionary rates are granted by the South African Government Railways for parties of eight or more persons travelling together, and special excursions at reduced fares are being arranged by the various Steamship Lines plying to the Cape and Natal.

For full particulars of Tours apply :—

The Director of Publicity,

South Africa House,

Trafalgar Square, London, W.C.2.

"Special Tours" Booklet ('A.Y.') free on request.

South Africa

"BLACK MAJESTY."

(Continued from Page 1106.)

farms. He organised a postal service to every section of the kingdom. And he said to Admiral Sir Home Popham, the first official visitor he received: "While I live I shall try to build that pride we need, and build in terms white men as well as black can understand! I am thinking of the future, m'sieu, not of now. I will teach pride if my teaching breaks every back in my kingdom!"

And in that pride, he set up the Citadel, the Citadel on which mariners who enter the harbour of Cap Haïtien take bearings—"It is a fortress larger and more massive than the Tower of London, yet it straddles a mountain peak three thousand feet above the sea. It is the most impressive structure ever conceived by a negro's brain or executed by black hands in all the world in all the tens of thousands of years of the race's history." Even, in his orgy of impatience—recalling the trade of his boyhood—he laboured on it himself, boasting of his prowess with the trowel and ignorant of the peasants' belief that he was walling up golden treasure. Now it is his tomb.

Of his clenched fists, he said: "I am king because of these. . . . When death opens this fist the work will be done." But there was to be a death before Death. Standing before the altar of the village church at Limonade, conscious that Revolt was rearing its head and hissing angrily at the autocrat, fearful that his task would remain unfinished, Henry the King stared horribly and grew grey, and there were flecks of foam at the corners of his mouth. His lips moved.

"Great God; it's Corneille Brelle!" He had seen in his mind's eye the priest his executioner had slain. He crashed to the ground.

"A stroke," said his friend and doctor, Duncan Stewart; and, later, "You might as well know, Henry, Except for your head, your arms, and those hands of yours—and God only knows why He spared those—you are paralysed. Know what that means?" Christophe nodded.

But the unconquerable will remained. When the rebels neared his palace he summoned strength

miraculously and strode to his white horse: then "slowly, slowly, like an empty bag, slumped down till he lay under the horse's feet." When they reached "Sans Souci," he dragged himself to his bed, like a stricken beast, and took something from a cabinet near by. Running feet were in the passages. There was the crashing of glass. The King raised a pistol to his temple. A shot. Henry Christophe was dead. "He had put a golden bullet, molded long ago, through his brain." They bore him in haste up the long, dark trail to the Citadel. "There was no time! The Queen and the Princesses must be rushed to safety."

"A pit of new mixed builders' lime lay open in the centre of the parade ground. Vastey and the governor lifted the stretcher high over their heads and with a tremendous effort threw it over."

"The King's body pitched from its winding-sheet, turned in the air, and with a sullen splash fell into the lime. It sank down and the white corrosive lipped in on it like a hungry mouth. The bystanders caught their breath. The surface of the lime was still and smooth. But above it, through it, thrust up the King's right hand and his bare black wrist. The hand was clenched. It seemed in death to be still masterful, still strong." And "Christophe's kingdom scarce outlived the night."

A word allow me. There is apt to be scoffing at the enthusiasm of the "jacket" notes of publishers. In this case, the Messrs. Harper call Mr. Vandercook's book "One of the great romantic biographies of the world." None will cavil at the description. "Black Majesty" must be read; and if it is not a "best seller," with none of the average "best-seller's" faults, I shall be much surprised and most grievously disappointed. E. H. G.



THE FINISH OF THE OAKS: LORD DERBY'S FILLY, TOBOGGAN (T. WESTON UP), PASSING THE POST FIRST, WITH THE KING'S SCUTTLE (J. CHILDS UP) FOUR LENGTHS BEHIND, AND MR. S. TATTERSALL'S FLEGERE (R. JONES UP) THIRD.

It was generally hoped that the King would win the Oaks with his filly Scuttle, the winner of the One Thousand Guineas. While a royal victory would have been immensely popular, however, no one grudged Lord Derby his success, as a consolation for his disappointment with Fairway in the Derby. Toboggan came in four lengths ahead of Scuttle, and Flegere was another six lengths behind.

MAPPIN & WEBB Ltd

158-162, OXFORD ST. W.1. 172, REGENT ST. W.1.
2, QUEEN VICTORIA ST. E.C.4. LONDON.

BRANCHES: PARIS. ROME. BUENOS AIRES. MONTREAL.

PRINCE'S PLATE

Prince's Plate has a world-wide reputation for beauty of design and lasting wear. Each piece is soundly constructed and plated with a triple deposit of Silver by Mappin & Webb's special process. A Catalogue of Tea and Coffee Services, Dessert Services, Spoons, Forks and Cutlery, etc., will be forwarded upon request.

A speciality is made of Cases of Prince's Plate Spoons, Forks, and "Trustworthy" Cutlery. Prices range from
£5 5 0



PRINCE'S PLATE

Coffee or Hot Water.
Jug, 1½ pts. ... £4 10 0
Tea Pot, 2 pts. ... 5 0 0
Sugar Basin ... 3 2 6
Cream Jug ... 3 2 6
£15 15 0

Kettle and Stand,
2 pts. ... £10 7 6
Tea Tray, 22 in. 10 15 0
" 24 in. 11 17 6



"My dear, we've got stalls, do come... We'll go on after... the band is heavenly... Oh, yes, I'm going to Joan's wedding. That's the fourth this week. No, Michael's down at Ranelagh... the Horse Show to-morrow. Isn't it exhausting! Michael says he'd never get through The Season if it wasn't for Worthington. I think I'll have to try it, too..."

THE PLAYHOUSES.

"MANY HAPPY RETURNS," AT THE DUKE OF YORK'S.

THERE are plenty of bright turns in Mr. Herbert Farjeon's revue, "Many Happy Returns," originally given at the Arts Theatre, and now, with some modifications, put up for a run at the Duke of York's; but perhaps the most brilliant of its features is Miss Elizabeth Pollock's mimicry. Whether she is recalling to us Irene Vanbrugh or Sybil Thorndike, Edna Best or Gladys Cooper or Gracie Fields, in

figures in Royal Academy *tableaux vivants* as an Edwardian patriarch straight out of a Sargent canvas. The dainty dancing of Miss Mimi Crawford is always welcome; the "Three New Yorkers" (Mr. Joe Sargent, Mr. John Barney, and Mr. Stuart Ross) provide some excellent singing; and good work is also done by Mr. Max Rivers and Mr. Harold Scott. But Miss Pollock's imitations are the big thing.

"THAT'S A GOOD GIRL," AT THE HIPPODROME.

What the new Hippodrome revue, "That's a Good Girl" would be like without the vivacity of

dance duet together which is as deliciously comic as it is clever, and the first-night audience seemed as if it would never tire of this turn. Mr. Buchanan is to be congratulated on finding such a partner as Miss Randolph, for there is accomplishment alike in her singing, her dancing, and her acting. And, of course, Mr. Buchanan himself is always full of resource. For the rest, Miss Kate Cutler is in the cast, there are some mock-operatic scenes in which Mr. Raymond Newell and Miss Vera Pearce get a chance, and there is plenty of spirited dancing from an untiring chorus.



ACROSS INDIA FROM BOMBAY TO CALCUTTA AND BACK BY TRAILER-CARAVAN: THE "ECCLES" CROSSING A DRYISH RIVER IN THE CENTRAL PROVINCES.

Messrs. G. T. V. Peppe and E. M. Wood recently crossed India from Calcutta to Bombay with an Eccles 9 ft. 6 in. caravan towed by an Oakland "Six" car. Concerning their 3470 miles tour, Mr. Peppe has written to Messrs. Eccles Motor Caravans, Hazelwell Lane, Pershore Road, Stirling, Birmingham, saying: "I fancy she is the first caravan to have crossed India from Bombay to

these "burlesque imitations" she gives us something more than a copy of their vocal mannerisms, something a little like criticism; faithfully as she reproduces their tones, there is something like delicate mockery in her art. One of the hardest workers for the show is Mr. Morris Harvey, so bland and versatile, who at one moment with whiskered face is reviving memories of "Champagne Charlie," that old Victorian ditty, in a Henley setting, and at another

Mr. Jack Buchanan and Miss Elsie Randolph to help it along, there's no knowing, but with them it is a lively and happy entertainment. He, as a young man with debts and operatic friends who makes for Nice, where he has a rich aunt, and she, as a woman detective following in his wake, have all the material they need to keep the ball of fun rolling, and they are never seen to better advantage than when working in harness. They have, for instance, a burlesque



ABOUT TO CROSS THE MABANDI RIVER: THE CARAVAN "SHIPPED," THE CAR WAITING TO BE TAKEN ABOARD.

Calcutta and back. She created great interest wherever she went—across rivers, along bad roads, up mountain ranges, and, at times, across country. It has been the most comfortable tour I have had. The friend who accompanied me was puzzled as to how I should get up and down some of the ghats (high hills), especially round their hair-pin bends. I swung round at much my usual pace."

"THE MAN THEY BURIED," AT THE AMBASSADORS.

In so far as its hero is pictured as under sentence of death, and it brings on to the scene loquacious medical men, Karen Bramson's piece, "The Man They Buried" recalls "The Doctor's Dilemma" of Bernard Shaw. But the woman playwright's treatment is much more crude, and her technique is of that loose, sprawling sort which the "expressionist" [Continued overleaf.]

HUNTLEY & PALMERS

GINGER NUTS

CRISP FROM THE OVEN IN THE NEW CRISPAK



A revolution in packing. Infinitely superior to paper bags and packets yet SOLD AT THE SAME PRICE.

Damp-proof, Dust-proof, Air-tight. Handy in the home, in the train, for picnics and at the seaside.

This novel and perfect package is supplied only by Huntley & Palmers.



We told the Mayfair Catering Co. the date of our party—



THEY SENT CARPENTERS TO BUILD AN ANNEXE—



EXTRA CHAIRS AND—



MORE SILVER AND GLASS—



FLOWERS & PALMS.



THEIR CHEFS PREPARED WONDERFUL DISHES—



THE SERVANTS ARRIVED



AND THE ORCHESTRA.



WE PROVIDED OUR OWN GUESTS—

our party was the success of the season

MAYFAIR CATERING CO. LTD.

PRIVATE ENTERTAINING :: BALL SUPPERS
WEDDING RECEPTIONS and ALL SOCIAL EVENTS

34 NORTH ROW, PARK LANE, LONDON, W.1

STREETS



*“‘Ovaltine’ creates Vitality”
—Nancy Pawley*

“‘Ovaltine’ is perfectly splendid for keeping one going and I find it particularly useful during long periods of rehearsal, for it sustains and prevents fatigue.

“When one has to give two performances a day one realises how ‘Ovaltine’ creates vitality and energy. After the show a nightcap of this friendly beverage soothes the nerves and ensures refreshing sleep.”

The above letter from Miss Nancy Pawley is still another tribute to the energising and sustaining qualities of delicious “Ovaltine.”

OVALTINE
TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

Obtainable throughout the British Empire. Prices in Great Britain and Northern Ireland, 1/3, 2/-, and 3/9 per tin.

(Continued.)

drama affects nowadays. Georges Duhamel, seeking a serum to cure cancer, is attacked by pains, and imagines himself a victim of the scourge. He becomes a neurotic invalid, shirks an operation, loses his



A "CAR" OF THE RIVER: A THORNYCROFT 30-FT. CABIN CRUISER. This type of pleasure craft is rapidly gaining popularity. It is particularly easy to handle, and combines comfort and economy. The price varies from £600 and £775.

wife's regard, and goes off to study life from various "angles" with a view to ultimate suicide. One "angle" or scene takes him to a clairvoyant's room, and shows him the persistence of hope. Next he visits a bridge favoured by suicides and meets a cheerful cripple who had been prevented from killing himself, and is content to go on living. At a night club he talks to a "child of joy" who is happy though doomed to early death. So he braces himself to undergo an operation, and then it is found that he is not suffering from cancer, but the doctors think it best to conceal this discovery. Mr. Owen Nares gives an admirably sincere performance in the part of Duhamel. Mr. Arthur Wontner makes a welcome return to the stage. Miss Jeanne de Casalis, as the wife, has one of her customary siren rôles. Mr. Leon M. Lion makes much of the passage in which the philosophic cripple appears; and Miss Una de Casalis acts brightly as the "child of joy."

MR. EDGAR WALLACE'S "FLYING SQUAD."

Mr. Edgar Wallace goes on succeeding in the theatre, and now that he has provided the Lyceum with a new story of crime, he has three plays running simultaneously at West End theatres. He knows how to vary his fare, and "The Flying Squad," with its detective hero and its "crook" heroine, and its scenes in a dockside slum and in the Thames Police Court, is of a more frankly melodramatic type than he usually affects. The criminals for whom he asks our interest here are "dope" smugglers whom the heroine has joined because her brother was one of the gang, and because she believes him to have been murdered by their arch-enemy, Detective-Inspector Bradley of the Flying Squad. Bradley then has to arrest her as well as her companions, but he tries his best to cheat justice in her interests; she, however, refuses to be saved, and all he gets for his pains is a slapped face. There is therefore a certain piquancy about the sentimental side of Mr. Wallace's tale, but he also gives us plenty of thrills and broad humour. Much

happens, for example, at a riverside house which has trap-doors dealing sudden death, and is in charge of a Dickensian Jew villain. Much fun is supplied by a shabby old drunkard, superbly played by Mr. C. W. Somerset. Miss Annie Hughes, Mr. Cronin Wilson, Mr. Tarver Penna, and Miss Kate Strudwick all act on the broad lines demanded by their material. Miss Peggy O'Neil lends her customary archness to the heroine, and if Mr. Henry Hewitt is just pleasantly natural as the detective and no more, it is because there is nothing more to be done with his part. The less reputable characters are much more full-blooded.

"IF WE BUT KNEW." AT THE COMEDY.

If Mr. Andrew Soutar's artificial and far-fetched story, "If We But Knew" met

with favour at the hands of his first-night audience at the Comedy, it was largely because of the acting of Mr. Franklin Dyall in a sort of double-rôle. This versatile and accomplished artist figures as a city financier who, though his wife is unaware of the fact, also runs an office as a Jewish moneylender. To this money-lending office and to the disguised husband comes his wife to borrow money, offering as pledge a string of pearls he has only recently given her in recognition of six years of married happiness. The loan is to pay blackmail levied by a former lover, who threatens, if it is not paid, to reveal a past affair of hers to her husband. There is the usual confession scene of the wife—well done by Miss Mary Merrill—a skirmish between husband and blackmailer (Mr. S. J. Warrington) and the inevitable reconciliation tableau. Mr. Dyall's performance—particularly good while he is masquerading as a Jew—makes the play worth a visit.

(Other Playhouse Notes on Page 1152.)



A STANDARD RUNABOUT MOTOR-BOAT; THE FOUR-SEATER "EMPIRE" MOTOR-LAUNCH.

The "Empire" runabout, a four-seater standard motor-launch, was demonstrated on the Thames recently between Richmond and Maidenhead, and is to be seen at a number of London and provincial car showrooms. A speed of 16-m.p.h. is obtained with the aid of a standard Brooke 10-h.p. four-cylinder engine, fitted with electric starting and generating equipment. The craft can be used, of course, on river or sea. With an all-mahogany hull, and fully equipped, the "Empire" runabout sells at £330. For those who want more seating space and higher speeds, the makers, Messrs. J. W. Brooke and Co., of Lowestoft, produce a 24-ft., 30-m.p.h., 100-h.p. Standard runabout.

LIDO

La Plage
des
Bronzes Vivants!

THE Lido is well named. It is the perfect natural playground of Europe—the haunt of "les bronzes vivants." Here you will find the superlative combination of sea, sand and sun, with wide, open spaces on which to rest or play at will. Here, too, are the gayest of gay pyjamas.

In the great hotels, masters of entertainment are ever planning some fresh delight to greet the close of day—a gala in "Chez Vous," a spectacle, or maybe they would have you dance upon the great lagoon, with the lights of Venice nodding a greeting as you float by.

A holiday indeed!

Full particulars and literature on the Lido and the Hotels:—

EXCELSIOR PALACE
GRAND HOTEL DES BAINS
HOTEL VILLA REGINA
GRAND HOTEL LIDO

from Italian State Railways, Waterloo Place, S.W.1. Thos. Cook & Son, American Express, and all Travel Agencies; or Cia. Italiana dei Grandi Alberghi, VENICE.



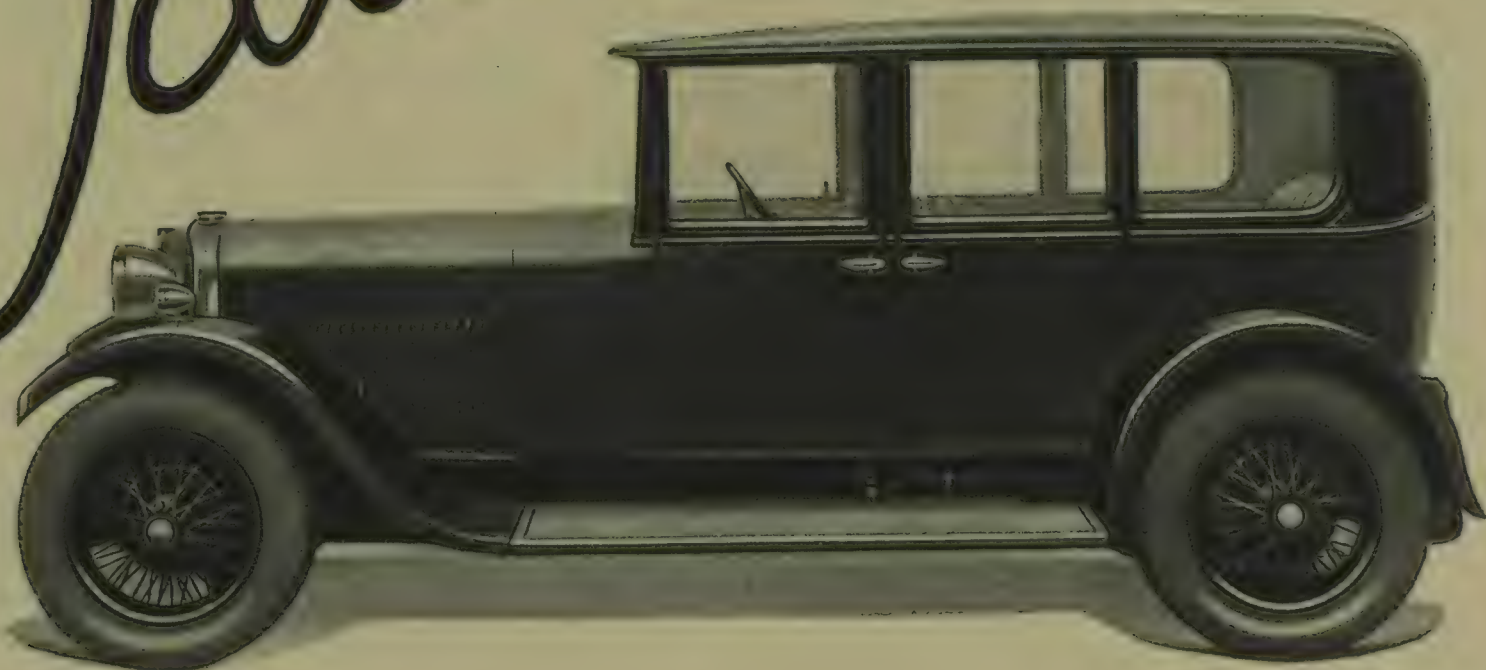
A corner of the "Chez Vous"

HAYAS



P.C.C.

Value



20 h.p.
Coach-built
Saloon
£895



Sunbeam Cars, in the six models included in the present range, represent an entirely new standard of value in high-grade cars.

The special features of design, the quality of the construction, and the refined lines of the various types of coachwork, have established a superiority and distinction possessed by the Sunbeam alone. But with all this wealth of craftsmanship and care in every detail, Sunbeam prices remain extremely moderate.

The model illustrated above is the 20 h.p. six-cylinder Sunbeam with coach-built Saloon body. This is a car of extraordinary efficiency—of extreme comfort—capable of very high speed, but with safety always assured by the smoothly operating four wheel brakes. It is a car you should personally examine and try under road conditions. A trial run can be arranged at any time by appointment, without expense or obligation to you.

Six Models: 16 h.p. to 35 h.p.
Five-Seater cars from £550.

Chassis prices from £425.
Dunlop Tyres standard.

THE SUNBEAM MOTOR CAR CO. LTD., WOLVERHAMPTON
London Showrooms & Export Dept.: 12, Princes St., Hanover Square, W.1
Manchester Showrooms 106, Deansgate

SUNBEAM

THE CHRONICLE OF THE CAR.

SAFETY ON THE ROAD.

YEAR after year we read that the enormously increased number of cars is making the roads more and more dangerous—an obvious remark, if you like, but none the less necessary to make—and I do not think there is any doubt that the ordinary dangers of the road this year are going to call for special precautions. I am not of those who prophesy death and disaster at every turn because the roads become more crowded, but the enormous number of new drivers are undoubtedly making road travel increasingly difficult. Accidents are inevitable, especially during the crowded week-ends, and I consider it to be the duty of every sensible motorist to take every measure of precaution for himself and his passengers.

An accident in a car is so apt to develop into a number of minor accidents; and when you begin to consider the things that can happen, or if you will take a note of the results of any accident known to yourself, you will see that the precautions a wise man should take are not few. No matter how good a driver you may be, the day may come when a clumsy ignoramus in another car may commit all the known and unknown crimes of bad driving and bring about a smash which nothing you can do will prevent. That is a danger which threatens us all.



A LUXURIOUS CAR FOR SEVEN: A "HOOPER" ENCLOSED LIMOUSINE ON A 35-120-H.P. DAIMLER CHASSIS.

This fine car, which seats seven, has been supplied to Sir Thomas Fermor Hesketh. It is painted claret and black. The upholstery is of West of England cloth and black leather. The fittings are of silver and ivory. Triplex glass is fitted throughout.

Look to Your Brakes.

There are certain obvious precautions which we should all take as soon as may be, and before the real holiday-car multitude sweeps over the roads. Of these the chief is that the brake systems should be thoroughly overhauled, and linings looked to, and, where they are in doubtful condition, immediately renewed. I drive a great many cars from one year's end to another, both privately-owned and belonging to the trade, and I come across an unfortunately large number whose brakes are constantly out of adjustment. We have got into the habit, I think, of relying too much upon the alleged power of four-wheel brake systems. Some of these are, of course, extremely powerful, but others are positively dangerous, as their users think that, because they have six brakes instead of four, they can stop twice as easily. Pay special heed to your brakes this summer, and get yourselves linings which really do stop the car, instead of just slowing it down.

The Glare Danger.

Another point which should receive careful attention is the provision of some form of anti-glare device. I am not speaking so much of dodges for reducing the dazzle of headlights, or deflecting it, as of ways and means of avoiding sun glare, which I believe to be nearly as fruitful a source of accident as head-light glare. Most of the main roads of England to-day have a very highly polished surface, which after a dry spell becomes almost mirror-like; and most of us know the torture it is to drive towards the setting sun over such a road as this. It is not only torture to one's eyes, but exceedingly dangerous, as, after a short time, most people's sight becomes considerably weakened, and, if one may so express it, "slowed down." After you have been badly dazzled or semi-dazzled even for a few minutes, you generally find difficulty in focussing and judging distance.

People who drive closed cars should experiment with glare-shields fixed into the front edge of the roof, and/or special spectacles. I have had a certain amount of experience with both these remedies, as also with special shields fixed to the wind-screen. None of them is ideal, of course, but in various circumstances I have found that one or the other is really helpful.

[Continued on page 1146.]



Original and really different

Dodge Brothers new Victory Six has left current motor engineering practice so far behind that comparisons are impossible.

No other car is built like it. No other car in its price class gives such astonishing performance.

For the first time in history a motor car has been built with the chassis as wide as the body; and the body—with only eight major parts—is bolted directly to it. There are no

body sills—no unsightly body overhang—no sidesway.

A much lower centre of gravity gives absolute steadiness at top speed . . . perfect balance under all conditions, with resultant driving and riding ease . . . and roominess enhanced by a distinctive, modish beauty.

(A fully illustrated explanatory brochure is now ready. Address request direct to the Factory for Catalogue VI2).

THE VICTORY SIX

DODGE BROTHERS

(BRITAIN) LTD., FACTORY: NORTH ACTON, LONDON, N.W.10.



ALWAYS THE MASTER

SURGING up hills
 speeding along the highway
 slipping past traffic
 with its quick response to the
 accelerator, its wonderful flexi-
 bility . . . Alvis is always master.

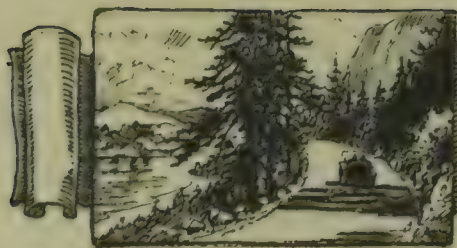
Such superlative quality is created
 only when masterly design is allied to
 brilliant craftsmanship which
 explains why such magnificent per-
 formance is so exclusively Alvis . . .

Whether you choose the "Famous
 Four" or the "Supreme Six,"
 the Alvis reputation is your
 guarantee. The Alvis Catalogue
 shows these cars to you in full
 colours . . . Send for your copy.

ALVIS

ALVIS CAR & ENGINEERING CO., LTD., COVENTRY.

London Distributors: HENLYS, LTD., Devonshire House, Piccadilly, and Henly House, Euston Road, N.W.



MOTOR ROADS.

By C. CARKEET JAMES, M.Inst.C.E., F.R.San.I.

THE development of motor traffic in recent years has been phenomenal, and it is estimated that to-day five times as many passengers are conveyed on our roads as on our railways; while, in the case of goods, it is common knowledge that the railways are suffering most severely from the new method of transport.

The volume of motor traffic on many main roads is already excessive, and is advancing at an astonishing rate. Between 1922 and 1928 the number of licences for motor-vehicles increased by over 215 per cent., while in London alone during 1927 over 48,500 new motor-vehicles were registered. It may be assumed that this remarkable growth has by no means yet reached its maximum, for so far we have only one motor-vehicle to every 37 persons as compared with one to every 5 in America.

Road maintenance in some areas, owing to the destructive wear and tear of the heavy traffic, has now reached a prohibitive figure; and the local authorities, representing in the main sparsely populated areas, have already their resources seriously strained by the duty of keeping their roads in repair; for the through traffic confers no local advantages, but, as a rule, is positively injurious to the amenities of the locality.

Something must be done, and speedily; and it is becoming obvious that the rapidly increasing traffic can only be carried if specially constructed roads, exclusively confined to motor-vehicles, are provided; for this is the only practical alternative, unless congestion is, in the near future, to render the roads almost impassable. Special motor roads would not only greatly reduce the present dangers of motor-ing, but would effect considerable saving to motor owners in time, petrol consumption, and wear and tear of machinery and tyres, and should, therefore, attract a very large proportion of the existing road-borne traffic; while the increased facilities which they offer would develop that traffic at an increasing rate of progress.

Motor roads, as now planned, would be open to all members of the public equally, on payment of a small charge. They would be fenced through their entire length in the same way as the railways, and be so constructed that there would be no level crossings, all existing roads passing either under or over by means of bridges. Access to them would be provided at the terminals and outside all important towns along the route, and at the junctions with certain of the main roads.

The motor roads would skirt all towns and villages, and, so far as possible, would be straight. Necessary curves would be wide; none being of a less radius than half a mile, and no gradient steeper than one in forty. They would be constructed on solid foundations, with materials of the highest possible tensile strength, so as to resist the heavy pounding of commercial vehicles and charabancs. Vehicles would join or leave the stream of traffic in the way the stream was flowing, and nothing would be allowed to impede the steady flow of this stream. These facilities would necessarily entail a certain charge upon users—much less, however, than the estimated total saving to motorists—but sufficient to provide an adequate return on the capital required for construction and maintenance.

From the motorists' point of view there would be many advantages in using special motor roads. With a smooth non-skid surface, and practically no hills to negotiate, the life of motor-vehicles would be greatly increased and the cost of running and maintenance reduced. Moreover, speed would without danger be substantially accelerated, and there would be no need to slacken down continually for corners, cross-roads, towns, and villages. Owners of commercial vehicles would increase their earnings, as their vehicles could economically and safely run, on the average, at double their present legal speed, and, by the elimination of hills, could haul heavier loads than are now

possible. This would mean in many cases that the double journey out and home could be accomplished in the time now occupied on the outward trip only, resulting in increased working capacity and reduced expenditure.

Such motor roads need not be unsightly. In fact, in schemes already projected, a large number of fruit and flowering trees would be planted on both

roads. The scheme is by no means complete, but it presents a basis that can be worked on. Two portions of this scheme are now in course of development—namely, one from Birmingham to Birkenhead connecting with the new Mersey Tunnel, and the other from London to Brighton. These portions are shown in dotted lines on the map.

BIRMINGHAM TO THE NEW MERSEY TUNNEL.

For many years Birmingham, the Black Country, and the Potteries, with their huge industrial interests, have been desirous of obtaining easy and direct access to the sea. A glance at the map shows that the proposed arterial scheme would give the industrial heart of England access to the ports of Liverpool, Hull, Cardiff, Bristol, and London.

The first section, from Birmingham to the Mersey Tunnel, is now being promoted. The total length of this section will be about 91 miles, and its cost of construction approximately £6,000,000. A very large volume of traffic is passing through the Midland area round about Birmingham and the Potteries, and there is a considerable inward flow from the ports to those centres by road.

Traffic which has hitherto been largely carried by the railways is now travelling by road, due to the fact, in a measure, that motor transport involves less handling and is more dependable from the point of view of the shipper.

LONDON TO BRIGHTON.

This motor road will have its northern terminus at a junction with the Kingston Bye-Pass, and its southern terminus at Albourne, forming a junction with the main arterial road leading into Brighton. The total length of this road will be about 36 miles, and its cost of construction approximately £2,600,000. The object of the road is to provide direct access for the enormous traffic now passing between London and Brighton and Hove and the neighbourhood, and it is contemplated to construct an extension later to Portsmouth and Southampton.

The main roads leading to Brighton are now congested almost to the point of saturation, and present a real hindrance both to the development and increase of the traffic already existing, and to the further development and popularising of Brighton and Hove and the South Coast as a resort from London.

Brighton and district derive a very large proportion of their supplies from London, and the facilities offered by the existing roads for the carriage of these supplies by commercial vehicles are so inadequate as seriously to hamper the development of this business.

MOTOR SPEEDWAYS AND TRANSPORT OF THE FUTURE.

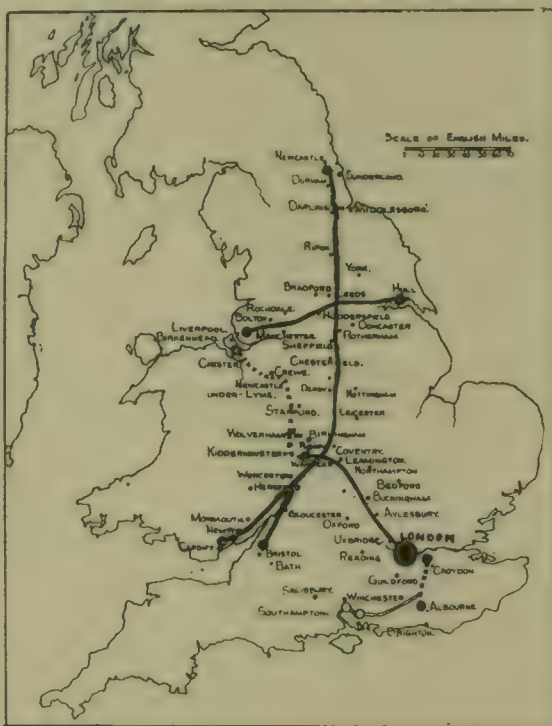
By G. P. BLIZARD, F.C.I.I., Assoc.Inst.Transport.

IT seems difficult to realise what revolutions the wheels of time have brought in transport during the past hundred years or so, and no factor has been so potent as the invention of the internal-combustion engine. Now we have the car, the aeroplane, the motor-boat, and the oil-driven ship.

So much for the vehicle; but what of the track? In such matters we must think not merely in terms of to-day's needs, but what will be wanted and what transport will be like ten or twenty years hence. Distances hardly count now, and are measured by time rather than miles. Rutted paths have given place to broadening roadways, and these in turn are paving the way for motor speedways. But we have not yet abolished the awkward corner at the cross-roads, the sudden hill, and the sharp curve. Improvements of these kinds are the characteristic features of the motorway.

The motor-vehicle is barely thirty years old, and yet the world has moved with startling rapidity in the matter of motor traction, as the following figures show: The United

[Continued on page 1142.]



HOW A UNIFIED SYSTEM OF MOTOR ROADS WOULD CONNECT WITH FIVE GREAT PORTS: AN APPROXIMATE SCHEME SHOWING (IN DOTTED LINES) TWO SUCH ROADS ALREADY IN COURSE OF DEVELOPMENT.

sides of the roadway. If it can be taken for granted that motor roads are becoming essential in this country—and there is overwhelming evidence to prove this—then the question becomes a national one rather than one of isolated schemes.

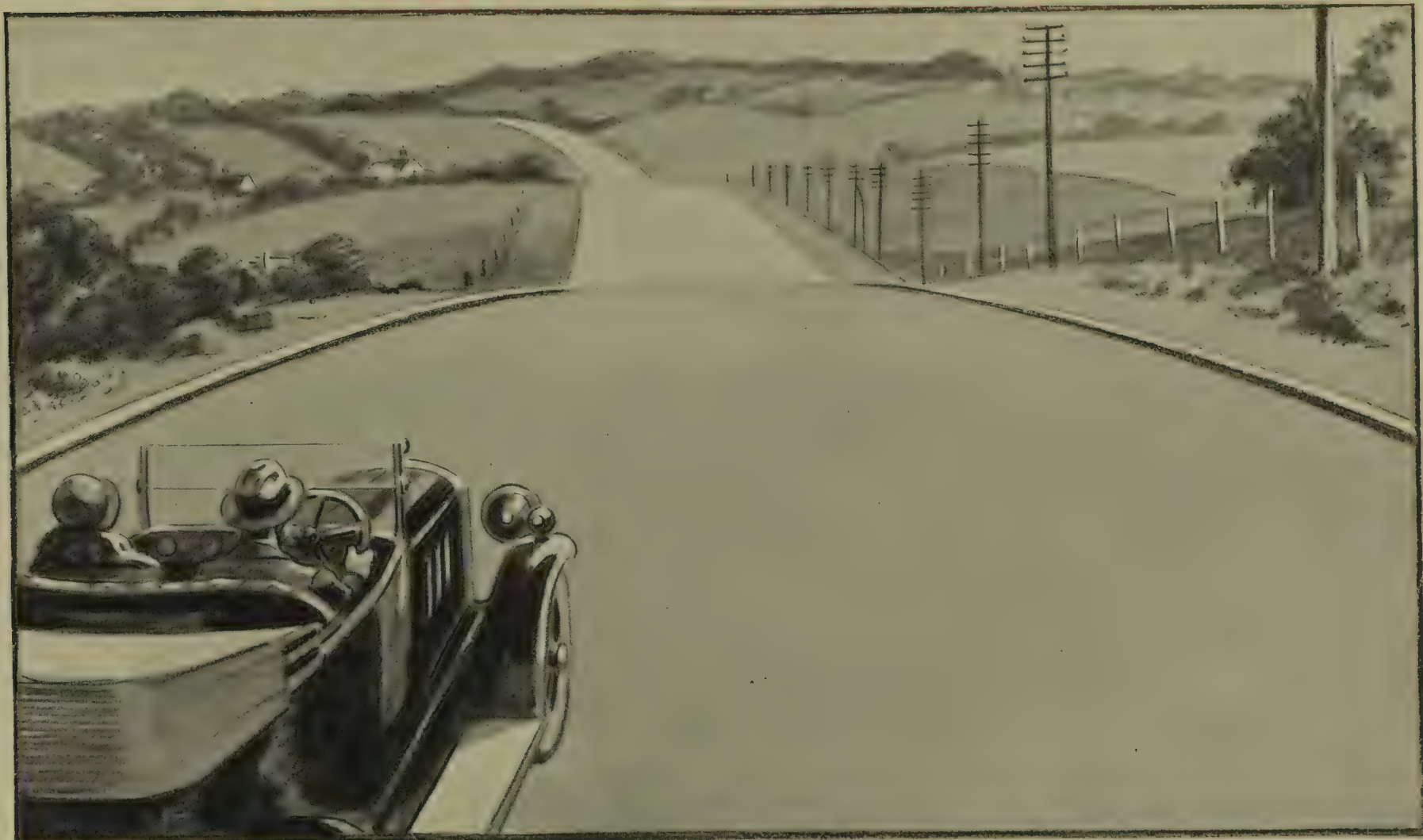
The accompanying map shows a general and approximate lay-out of a unified scheme of motor



AN EXISTING MAIN ARTERY OF ENGLAND'S ROAD TRAFFIC, WITH CROSS-ROADS AND WINDING CURVES: PART OF THE GREAT NORTH ROAD, BETWEEN PETERBOROUGH AND HUNTINGDON, AS SEEN FROM THE AIR.

Photograph by Aerofilms, Ltd.

BETTER ROADS FOR BRITAIN



AND NOW THAT THEY USE VITOCRETE
WE'LL GET BETTER ROADS QUICKER !

VITOCRETE

A
RED TRIANGLE
BRAND
DEPENDABILITY

THE SUPER RAPID-HARDENING
CEMENT
HARDENS IN 3 DAYS INSTEAD OF 28

Sole Distributors

THE PORTLAND CEMENT SELLING & DISTRIBUTING CO., LTD.

Telephone: Victoria 6012.

SHIP HOUSE, 20, BUCKINGHAM GATE, LONDON, S.W. 1

Telegrams: "Selcement, Sowest, London."

DEPENDABILITY—RIGHT ACROSS ENGLAND

MOTOR SPEEDWAYS AND TRANSPORT OF THE FUTURE.

(Continued from previous Page.)

States has 1 motor vehicle to every 5 persons; Canada and New Zealand 1 to every 10; Australia, to every 14; England, to every 37; France, to every 40; Denmark, to every 41; Germany, to every 148; and Italy, to every 254.

In the United States it is impossible to believe that the development of motor transport can go much further. Already the census of manufactures indicates that the car industry stands first, with an annual output valued at £674,000,000, as compared, say, with oil and steel of £580,000,000 each. During the past five years, the number of cars in the States has increased from ten to twenty millions, and lorries from 1½ millions to 2½ millions. Great Britain cannot boast such highways as they have in the States, where there are 150,000 miles of concrete roads. Try to visualise, for example, the great Lincoln Highway. At the junction of Fifth Avenue and West Forty-second Street, New York, there is a nice little sign-post reading: "Lincoln Highway to San Francisco, 3384 miles." Practically a straight road, 60 ft. wide, through twelve States!

Distances abolish or minimise congestion, and the Americans have not the road-congestion we suffer from. This is steadily, and in some areas rapidly, growing worse. Take two examples. On eight roads radiating from Liverpool, the pre-war traffic of 884,000 tons has now reached the astonishing figure of

9,326,000 tons, and traffic on the London-Brighton road is increasing at the rate of 28% per annum. The *Manchester Guardian* sums up the position thus: "People would be greatly astonished to see three trains running along the railway lines in the same

in question move quite as fast as many trains. The road from London to Brighton on a fine Sunday is notorious for processions of this kind."

The reasons for the popularity of the motor-vehicle are many. Business firms are taking to the use of road-vehicles for economy, convenience, and also for the advertising value of such vehicles. Farmers, individually and collectively, are making extensive use of the motor-vehicle for the delivery of produce and collection of supplies. The motor enables them to undertake door-to-door delivery of perishable goods and helps to widen their markets both in area and number. This door-to-door delivery means so much in convenience and freshness, eliminating unnecessary and costly handling.

Saving in the cost of handling and packing equally applies to general merchandise, and direct contact between seller and buyer has obvious advantages. Time and temper are saved, and many large firms owning motor-vehicles adopt a system of country depôts as redistributing centres. Transport is then done to their own time schedules. Tests made by leading firms show that it is cheaper to use the ordinary roads of the country than the railway up to distances of 70 miles, and the advent of motorways will easily double this distance. Indeed, it will then be possible for goods loaded overnight in the great manufacturing centres of England to be delivered of any of our ports.

(Continued on page 1148.)



PART OF THE GREAT WEST ROAD NEAR SPRING GROVE: A TYPICAL EXAMPLE OF A NEW MOTOR HIGHWAY—CONTRASTING IN WIDTH AND STRAIGHTNESS WITH THE OLD WINDING ROAD ON THE LEFT.

Photograph by Aerofilms, Ltd.

direction with no more than 20 yards between them, though it is quite possible to see 100 or so motor-cars as close together as that on a main road, and the cars

overnight in the great

ECCLES
BIRMINGHAM

MOTOR & TRAILER
Caravans

ECCLES MOTOR CARAVANS LTD
HAZELWELL LANE, PERSHORE RD
STIRCHLEY, BIRMINGHAM

WRITE FOR LITERATURE AND
NAME OF NEAREST AGENT.
Also Specialists in Caravans on their own
motor chassis, Horse Caravans, Caravans
for Religious and Propaganda Work,
Horse Boxes and Luggage Trailers.



Defies the grind of heavy traffic

What ordinary road surface can stand up for long, in all kinds of weather, under the constant grind of heavy traffic? A Betonac surface solves this problem. Betonac Metallic Aggregate, substituted for a portion of the sand content in a cement or concrete mix, when set, gives a steel-hard waterproof surface that will not disintegrate under extremes of temperature. Hard abrasive wear leaves it practically dustless, and it is adaptable as concrete. It can be floated with unerring exactness.

Betonac adds years of durability and wearing resistance to every concrete or cement surface.

Specify

Judge for yourself the difference Betonac makes to concrete. Write for samples and Report of National Physical Laboratory Tests to: "Betonac" Dept., The François Cementation Co., Ltd., Bentley Works, Doncaster.

BETONAC

**STEEL CONCRETE AGGREGATE
FOR ALL WEARING SURFACES.**



Luxury

BECAUSE of its luxury you will want to drive a Humber. Deeply padded leather upholstery and specially flexible suspension springs give arm-chair comfort wherever you go. You will delight in its smart appearance, its flexible speed, its ease of control. Start driving a Humber to-day! Models from £250 to £995.

A postcard brings you our new season's Catalogue.

Models
from £250
to £995

Humber

Dunlop
Tyres
Standard.

HUMBER LTD., COVENTRY.
94, New Bond Street, W.1

LONDON: Showrooms & Export Office:
Service: Canterbury Road, Kilburn, N.W.6



Battersby

BRITISH
HATS
FOR MEN

20/-, 25/-, 30/-
Your Hatter Can Supply You



Install Improved CHAMPIONS NOW

Your enjoyment when touring this Summer will be assured if you install a complete new set of dependable CHAMPIONS before starting.

Facts established by engineering research prove that a complete new set of CHAMPIONS every 10,000 miles restores engine efficiency, with pronounced saving in petrol and oil.

Two out of Three motorists the world over buy CHAMPIONS regularly because it is the better sparking plug.



No. 9

Price 5/-

For
MORRIS, CLYNO,
Essex, Bean, etc.

CHAMPION

Dependable for Every Engine

83, PALL MALL, LONDON, S.W.1.



How will she grow up?

IN ten, fifteen years' time, will she have the beauty, the vitality, that come from faultless health?

With growing children so much depends on food and its quality. Do you realise, for example, that a joint of beef may contribute to one family nourishment and strength—to another, nothing at all beyond a satisfaction of the appetite?

There will be no *apparent* difference in these joints when served, but—the one has been kept in proper conditions such as Frigidaire provides, the other has been left in an ordinary meat-safe, exposed to warmth and damp. In a few hours bacterial growth has commenced—in a few more, the nutritive value of that joint, the vitamins, the body-building, strength-building goodness, has been irretrievably destroyed.

Every mother of a growing family should read and know these "Vital Facts about Food" given below—and then send the coupon to see how inexpensively the goodness of her children's food may be guaranteed at all times.

Vital Facts about Food

You can never be sure of the purity and wholesomeness of your food when it is kept in a merely cool temperature. For, at any temperature over 50° bacteria can multiply 400 times as fast as in temperatures below that degree. Statistics prove that on 330 days of the average

year your larder's temperature is above 50°, i.e., on 330 days bacteria are free to multiply in your food, and destroy its *food value*. The basic reason why you need Frigidaire is that its temperature is always below 50°, and consequently your food is always safe.

Frigidaire

Automatic & Electrical Refrigeration

London Showrooms:—Frigidaire House, Chapter Street, Vauxhall Bridge Road, S.W.1, and Imperial House, Kingsway, W.C.2.

Branches at:—Birmingham, Manchester, Leeds, Brighton, Glasgow and Edinburgh

FRIGIDAIRE LIMITED
(Incorporated in Canada)
Dept. G 21.

Frigidaire House, Chapter Street, Vauxhall Bridge Road, S.W.1.

Please send me without obligation, complete information about Frigidaire.

Name

Address

No. in Family

ELECTRICITY IN DAILY LIFE.

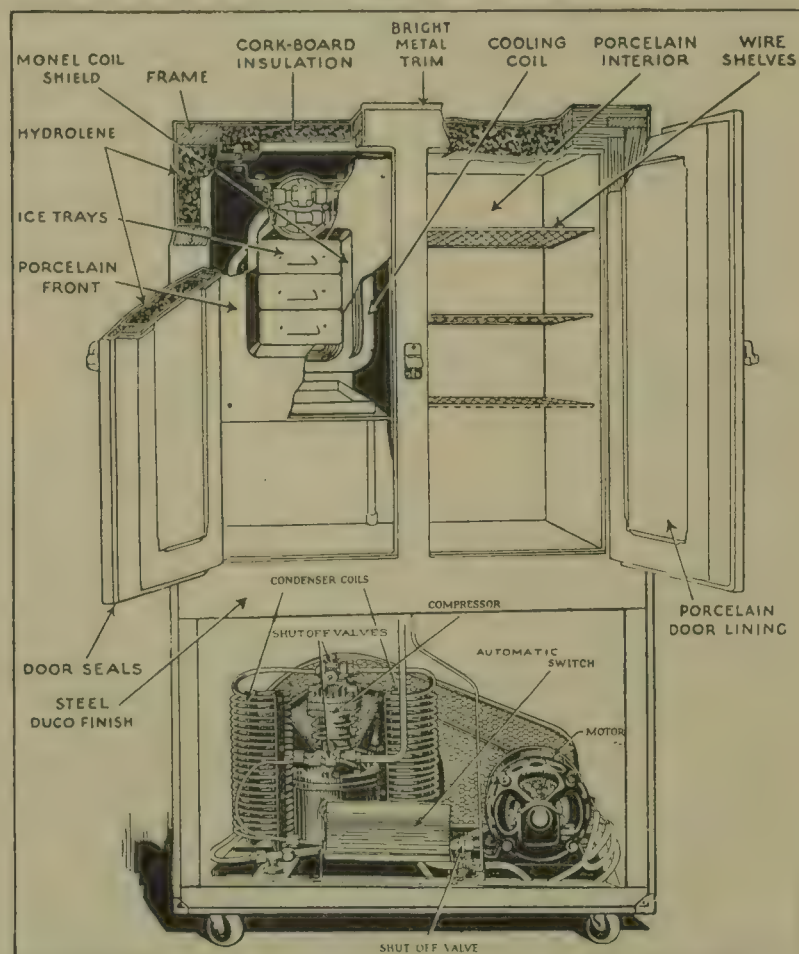
By PROTONIUS.

XV.—PRODUCING COLD BY ELECTRIC POWER.

ALTHOUGH our climate is the butt of perpetual abuse, half-despairing, half-humorous, men who have tasted all the other climates in the world have acclaimed it as the best to live with year in and year out. Some of us, who find its variability more of a trial than a stimulus, may seek comfort in the reflection that science is affording more and more efficient means of coping with the worst of its vagaries. If, for example, our nominal "summer" days are marked by east winds and a tendency to ground frost at night, we have in electric heating a facile instrument for adjustment of temperature. If natural sunshine is lacking, we can switch on electric sunshine, which is hardly less tonic in its effect.

We are, in fact, looking to electricity to keep up the average of warmth and light. So familiar have its uses in these directions become that they have masked the value of electricity in helping us to keep cool. Electric fires are more common than electric fans, and electric cookers than electric refrigerators. This difference may be due in some degree to the fact that prolonged spells of hot weather are not common in these islands. Heat waves are, as a rule, short waves, and we put up with their inconveniences because they are temporary. Yet there is no reason why we should suffer in our health or comfort from a heat wave any more than from a cold wave, and there is sound reason why we should guard against even the mild heat waves which, though they cause no discomfort, carry with them a host of hygienic dangers.

It is a well-established truth that food—the ordinary perishable food which forms the bulk of our daily diet—will not remain fresh unless it is kept at a temperature between 40° and 50° Fahrenheit. Moreover, it needs a dry



A REFRIGERATOR FOR DOMESTIC USE: A SECTIONAL VIEW, SHOWING THE POWER UNIT.

atmosphere, free from dust and out of bounds for flies, blue-bottles, and all other winged carriers of disease. There is nothing faddy about these conditions; they are really necessary for the preservation of healthy, appetising food; and they have become doubly necessary since the use of chemical preservatives has in all cases been forbidden by law. How many of our larders and kitchens afford conditions anything like those mentioned? Even in quite moderately warm days the temperatures of larders, to say nothing of kitchens, must range well over 50°, while dust and flies have only too easy an access to food at one stage or another. The unsatisfactory state of affairs is aggravated to an acute stage of danger during a real heat wave, but the point which needs emphasis is that it does not cease to be dangerous in quite normal British weather.

There is really only one solution for this health problem, and that is to store all our perishable food under the dry, cool conditions specified above. This may seem a formidable matter, but in practice electricity makes it simple to the point of being automatic. There is, in the mind of the layman, a touch of the mysterious about the production of cold by electric power. To burn coal in an electric-power station, convert its energy into electricity, and use that electricity to freeze water, seems a fantastic reversal of the order of nature. Yet there is nothing out of the way in the working of an electric refrigerator; the actual cooling is done by evaporation, and we are all familiar with the cooling effect of evaporation when a breeze, either natural or from an electric fan, passes over our skin and increases the evaporation of moisture. By using a very volatile liquid, which evaporates at a very low temperature, we can produce intense cold.

All refrigerators make use of this kind of liquid, and in the electric refrigerator electric power is used to operate a small pump or compressor. After the liquid has expanded into gas and performed its cooling action, the gas is compressed by the electric pump into liquid again and returned to the refrigerator proper. Any sort of power may, of course, be used for this pump, but electric power, in the form of a small electric motor, is ideal for domestic use. Not only is it compact and economical, but it lends itself

[Continued overleaf.]

THE BLUE FUNNEL LINE

ALFRED HOLT & CO., LIVERPOOL
FIRST CLASS PASSENGERS ONLY

Monthly Service of Fast Passenger Steamers:—

From Liverpool to Port Said, The Straits and China

June 23 "AENEAS"	10,058 tons	Sept. 15 "ANTENOR"	11,174 tons
July 21 "SARPEDON"	11,321 tons	Oct. 13 "HECTOR"	11,192 tons
Aug. 18 "PATROCLUS"	11,316 tons	Nov. 10 "AENEAS"	10,058 tons

Also weekly services of fast cargo vessels with limited first-class passenger accommodation.

THROUGH RATES TO STRAITS PORTS

Reduced Seasonal Rates to and from Port Said

Marseilles to London.

All Far Eastern passenger vessels call at Marseilles homewards, thus providing the means of a delightful and inexpensive week's holiday while returning to London from the Riviera and the South of France. Inclusive First Class Fare £13.

Next departures from Marseilles:—June 13, July 11, Aug. 8, Oct. 6, Oct. 31, Nov. 28, Dec. 26, Jan. 23 and Feb. 23.

London Agents: John Swire and Sons, Ltd., 8, Billiter Square, E.C.3

ABERDEEN LINE
BLUE FUNNEL LINE } Joint Service
WHITE STAR LINE } to - - - } SOUTH AFRICA
and
AUSTRALIA

§ June 30 "DEMOSTHENES"	11,250 tons	§ Sept. 15 "THEMISTOCLES"	11,250 tons
† July 21 "NESTOR"	14,629 tons	† Sept. 29 "ANCHISES"	10,000 tons
† Aug. 18 "CERAMIC"	18,495 tons	† Oct. 20 "ASCANIUS"	10,048 tons
† Sept. 1 "ULYSSES"	14,652 tons	† Nov. 3 "SUEVIC"	12,686 tons

† White Star Line carries Cabin Class only. † Blue Funnel Line carries First Class only.
§ Aberdeen Line carries First and Third Class.

HOLIDAYS IN SOUTH AFRICA

Special Reduced Seasonal Rates, single and return, to and from South Africa. Comprehensive series of tours arranged to the many places of interest there.

For full information apply to:—

The ABERDEEN LINE, Managers, Geo. Thompson & Co., Ltd. 34, Leadenhall Street, London, E.C.3	ALFRED HOLT & CO. Water Street, LIVERPOOL. GEO. WILLS & SONS Ltd. 101, Leadenhall Street, LONDON, E.C.3	The Managers, WHITE STAR LINE, 30, James St., LIVERPOOL 1, Cockspur St., LONDON, S.W. 38, Leadenhall St., LONDON, E.C.
---	---	--

or any of their agents.

London passengers travel to Liverpool in special trains on sailing day at the Company's expense.

Under 6 days from PLYMOUTH~ by

"The Route that Cuts off the Corner"

Plymouth is the nearest ocean port to New York. The Inward Mails are landed there to gain a day.

Why not sail from Plymouth?—no unnecessary trip down Channel, with its usual concomitant, a call at a Continental Port.

Just four hours in the Boat Express and you are really on your way, for the French Line luxury-ships go direct.

There are no finer ships on the Atlantic. Life aboard finds an exquisite background and the happy atmosphere of the gay City itself.



Apply to

COMPAGNIE GÉNÉRALE TRANSATLANTIQUE LTD.

20, COCKSPUR STREET, LONDON, S.W.1

or to all leading Travel Agents.



BROOKE MOTOR BOATS

For safe, reliable waterway travel—for really care-free holidays afloat, BROOKE-built Motor Craft are unequalled.

Out of the rut, week-ends and holidays in invigorating sea or river breezes—now gliding with lazy crawl, and now with thrill of speed, to the steady rhythm of a reliable BROOKE Motor.

And remember this: BROOKE-built craft are all-British, constructed to the smallest well-thought-out detail under the supervision of a single management. Perfectly reliable, easier to handle than your car, and economical to run.

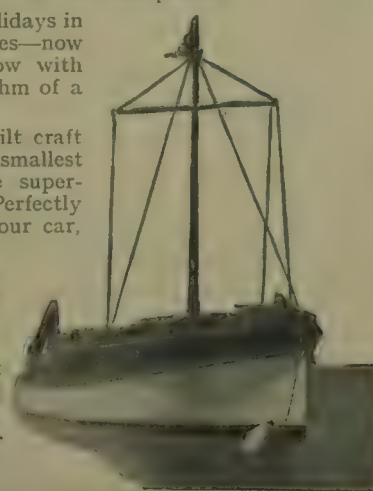
There is an attractive range of standardised BROOKE boats, including the "EMPIRE" Runabout at £330
"Built like a Ship—Driven like a Car."

The BROOKE 30-ft. twin-screw sea-going cruiser for six persons, at £825

Both complete with electric starting & lighting

J.W. BROOKE & CO., Ltd., of LOWESTOFT

Sole Manufacturers of the World-famous Marine Motors and Motor Boats.



An invigorating Turkish Bath in your own home

All the delights and benefits of hot-air, vapour, medicated, and perfumed baths can now be enjoyed privately at home with assured safety and comfort. Nothing else is so effective in keeping the blood pure, preventing sickness, stopping colds, curing Influenza, Rheumatism, etc.

AN IDEAL HEALTH-GIVING LUXURY

It eliminates the poisonous matters from the system, increases the flow of blood—the life current—freed from its impurities, clears the skin, recuperates and revitalises the body, quiets the nerves, rests the tired, and creates that delightful feeling of invigorated health and strength. It can be used in any room, and folds into a small, compact space.

WRITE FOR "BATH BOOK No. 7"



FOOT'S Bath Cabinet

168, Great Portland Street, LONDON, W.1

Continued.]
to automatic control. When the temperature of the container in which the food is placed falls below 40° or rises above 45°, an automatic temperature regulator comes into operation, switching the electric motor off or on respectively. The action is entirely automatic—in fact, the electric refrigerator and the electric water-heater have it in common that, once installed, they “carry on” without even the necessity of touching a switch at intervals.

This feature alone should establish the electric refrigerator as an immense improvement over the old ice-box, which requires replenishing with ice at intervals. It possesses, however, another most important element of superiority. In the electric refrigerator the actual refrigerating part of the component is so cold that it freezes all the superfluous moisture in the food container and so gives a dry atmosphere which keeps food crisp and fresh. In the ice-box it is impossible to avoid a certain degree of dampness, which necessarily affects the food.

One of the incidental advantages of the electric refrigerator is the ease with which ice may be obtained. The smallest electric refrigerator is able to supply six pounds of ice in one “freeze,” the time taken for freezing ordinary tap water being about six hours. The main function of the electric refrigerator remains, however, the guaranteeing of purity and freshness in our food while stored in our houses. All anxiety about milk, broth, butter, fish, and other rapidly deteriorating food is removed, while green vegetables kept in the refrigerator retain their crispness and appetising qualities for an indefinite period.

The annual dinner of the Indian Cavalry took place at the Hotel Victoria on June 7. Lieutenant-General Sir George Richardson, K.C.B., the *doyen* of the branch, presided, and the Earl of Birkenhead, Secretary of State for India, was the guest of the evening. The company included 103 officers, representatives—past and present—of eighteen regiments, among whom were the following Generals: Sir Malcolm Grover, Sir Havelock Hudson, Sir George Barrow, Lieutenant-General Sir Raleigh Egerton, Major-Generals Sir G. Younghusband, Sir R. Macwatt, J. Turner, F. Angelo, M. Cowper, J. Stewart, J. A. Douglas, L. Jones, Brigadier-Generals L. Maxwell, M. Willoughby, S. Crocker, R. Ricketts, E. Cole, H. Roberts, W. Fasken, C. Harbord, C. Macquoid, L. Beatty, C. Pirie, F. Lance.

THE CHRONICLE OF THE CAR.

(Continued from Page 1138.)

During the summer the headlight danger is mercifully much reduced, as it is only the minority who are out after lighting-up time. A good sun-dazzle neutraliser I have often found to be of help after dark.

Signals. Among the many things which can be bought with a view to preventing accidents are warning signals of the illumination kind brought into action by either clutch or brake pedal. The utility of these is, of course, wholly dependent on the perception of the driver behind your car. He may be of the kind who notices, or not. In any case, I know a number of people who fit these things because, as they say, it gives them just a little added peace of mind to know that there is a chance of the reckless following driver paying some attention to a very visible signal.

The Horrors of Broken Glass— So far as dodges to mitigate the chances of accident are concerned, I think the foregoing is a fairly comprehensive list. Yet one's car cannot be said to be well-found unless measures are taken against the effects of an accident. The most important of these, I have always maintained, is the fitting of some form of flexible or unsplintering glass, especially in closed cars. There are several sorts of this glass, I believe, on the market, or about to come on the market, and it should be everyone's first care to give all or one of these very close consideration. It is unnecessary to insist upon the horrible things that can happen to a plain-glass-fitted car in a collision. You need not have much imagination in order to draw a fairly ghastly picture of the possibilities.

—and Fire. When you come to think of it, there is only one thing as serious in a motor accident as shattered glass. That, I need scarcely say, is fire. Last year, it will be remembered, there were some mysterious cases of cars catching fire in one or two instances followed by fatal results. Mercifully the chances against conflagration seem to be very small, yet, if only as a measure of insurance against such a happening, I think all wise drivers should carry one or other of the several forms of extinguishers. If you can get the extinguisher playing on to the flames soon enough, it is extraordinary how quickly you can check their spread. Your car will doubtless be badly damaged, but it will not,

at any rate, be destroyed unless you are particularly unlucky. Carry an extinguisher, therefore, but do not follow the example of a friend of mine who, after proudly pointing to one of these excellent gadgets, and explaining that it had been there for five years, was found to have completely neglected to attend to its interior. It was innocent of fire dope, and not conspicuously useful.

All these gadgets and precautions cost money; but I am certain the time has now come when nobody can afford not to make these extra payments. If the roads are to be more dangerous, let us, at any rate, try and minimise the effects of that danger.

JOHN PRIOLEAU.

The Italian aeroplane which beat the world's endurance and long-distance records, remaining in the air for 58 hours 43 minutes, and covering a distance of approximately 4900 miles, was fitted with a Fiat twenty-two 550-h.p. engine, which was of a similar type to that which competed in the Schneider Cup race, and which also recently beat the world's speed record.

None but the neatest compacts, the slimmest bags, watches, and other accessories will be tolerated by the smart world to-day, and by a clever mechanical design the Douglass lighter is so fashioned that it achieves a minimum slimness. Its automatic action, too, is splendid. Just a mere touch on a trigger and the Douglass blazes surely and steadily. The cases are made in a variety of exquisite designs in gold or silver-plate, as well as fashionable leathers.

Pistany—that quaint little Czechoslovakian spa—is attracting a large number of well-known people this year by reason of the effectiveness of its mud baths. The Duke of Devonshire arrived towards the end of May, and took apartments in the Thermia Palace Hotel. He is accompanied by his daughter, Lady Maud Baillie, and his grand-daughter. His Grace intends to undergo a four weeks' mud treatment, and will avail himself of the opportunity for trout-fishing and roebuck shooting in the neighbouring woods. The Right Hon. William Clive Bridgeman, First Lord of the Admiralty, arrived at Pistany about the same time, accompanied by his friend Colonel Lonsdale. Both of them are undergoing a three weeks' treatment. Mr. Bridgeman was entertained at dinner by the Ministry of Slovakia, represented by Mr. L. Semian, and the British Consul, Mr. Dick.

HOTEL DE PARIS

8, Boulevard de la Madeleine
In the very heart of PARIS

THE MOST RECENT

A marvel of comfort and refinement
300 rooms with bathrooms.

Restaurant VIEL

Café, Grill-room de la Madeleine



Same management :

NICE	.	.	.	.	Hôtel Ruhl et des Anglais
CANNES	.	.	.	.	Hôtel Majestic
GRENOBLE	.	.	.	.	Hôtel Majestic
BOURG-EN-BRESSE	.	.	.	.	Hôtel de France
SAULIEU	.	.	.	.	Hôtel de la Poste
AUTUN	.	.	.	.	Hôtel St. Louis et de la Poste

CHARLES BOPP Manager

BARKER BODY—ROLLS-ROYCE CHASSIS



By Appointment



By Appointment

Acknowledged a Perfect Combination and the World's Best Car



Barker Sedan on Rolls-Royce Chassis

*Coachbuilders by Appointment to
H.M. The King and H.R.H. The Prince of Wales
Rolls-Royce Retailers and Body Specialists*

Pre-eminently distinguished in design and faultless in construction, a Barker Body is the culminating masterpiece of two centuries of fine coachbuilding

BARKER & CO (COACHBUILDERS) LTD
66-69 SOUTH AUDLEY STREET LONDON W1

Telephone - Grosvenor 2420

“An unique Collection of representative pieces from the best periods of ANTIQUE

ENGLISH and
CONTINENTAL
FURNITURE.”



Many examples will be shown at our Exhibit at *The Daily Telegraph* 1928 EXHIBITION OF ANTIQUES AND WORKS OF ART, OLYMPIA, LONDON.

July 19—August 1.

Stands 12-13, 34-35



An Old English enclosed Dressing Table in satinwood, and a pair of old Chinese Kyilins, mounted as lamps.

M. HARRIS and **SONS**

44 to 52, New Oxford Street,
LONDON - - - W.C. 1

OVER 100 ROOMS

Abridged Illustrated CATALOGUE
7s. post free.

MOTOR SPEEDWAYS AND TRANSPORT OF THE FUTURE.

(Continued from Page 1142)

Fast-moving and damaging traffic smashes up the ordinary roads and imposes an appalling burden on the rates for their repair. Motorways would relieve ratepayers by reducing the cost of maintenance of the present roads. At the same time, they would provide a further source of revenue to local authorities by creating new rateable values, and would give useful work for the unemployed. They would undoubtedly increase land values at all important points along the line of route, and this has been the immediate experience of Italy when motorways started operations. Transport developments in England have often resulted in land values doubling, trebling, and even increasing tenfold in some instances.

The United States can claim the credit for having built the first motorway. This was constructed by Vanderbilt from one end of Long Island to the other, a distance of forty-two miles, for the purpose of a motor-car race, but it has now for many years been used as a public toll motorway. A motorway from New York to Philadelphia has been projected, and the Newark-Jersey City section is under construction. The recently opened tunnel under the Hudson River for motor-vehicles only, a mile and three-quarters long, connecting the States of New York and New Jersey, will act as a feeder to this motorway. Another important scheme for linking up San Francisco and Los Angeles has been proposed.

Italy already has several motorways in operation, and others under construction. She has been a pioneer in this matter, and owes her position to the tenacious energy and capacity of Com. Piero Puricelli, of Milan, in whose company the writer has travelled over these motorways. One agrees with Hannen Swaffer, of the *Daily Express*, that they are the eighth wonder of the world. The Italian motorways at present operating are those from Milan to Varese, Milan to Lake Como, Milan to Lake Maggiore, and Milan to Bergamo. Along these routes, in addition to the ordinary traffic, goods traffic is catered for by a company which has sidings and other special facilities, and there is a passenger service of Fiat cars running several times a day. The following motor-ways are under construction, or plans have

reached an advanced stage, the estimated costs being given in brackets: Naples to Salerno (£650,000), Ventimiglia to San Remo, Milan to Turin (£1,500,000), Milan to Genoa, Rome to Ostia (£250,000), Genoa to Pisa and Rome, Rome to Naples, Florence to Viareggio and Livorno, Bergamo to Verona and Venice.

The motorway to Bergamo above referred to was opened on Sept. 24, 1927, and it is intended to continue this to Verona and Venice. Its construction involved the bridging of two rivers, the Adda and the Brembo, and this was done by means of ornamental reinforced concrete structures.

The last International Road Congress was held in Milan, and M. Michelin, the well-known tyre manufacturer, was a French delegate. He said he was a convinced supporter of motorways, for while his car brought him to the Congress through France at 40 kilometres an hour, and narrowly escaped two or three smashes, he had travelled over the Italian motorway at 70 kilometres an hour in safety and the greatest comfort. Immediately following the International Road Congress in Milan, there was much activity on the Continent in connection with motorway schemes. Proposals for an arterial scheme of motorways were lately considered at a conference in Leipzig.

Motorways over the following routes are under consideration: (1) Hamburg to Genoa, *via* Hanover, Cassel, Frankfurt-on-Main, Basle and Milan, with a branch from Karlsruhe to Stuttgart. (2) Hamburg to Berlin *via* Stettin; (3) Berlin to Munich, *via* Leipzig, with a possible extension, *via* Innsbruck and the Brenner Pass, into Italy; (4) Aachen to Dortmund, *via* Cologne, with an extension to Hanover and Berlin.

The construction and development of roads and motorways, though it entails expenditure, is an asset and not an "expense." Transport creates values, and, like a fertilising river, irrigates a country, carrying life and prosperity into the remotest corners. We must do what we can to provide adequate channels for the stream which to-day is but a tiny one by comparison with the river which will flow a quarter of a century hence. We must do as Continental countries are doing, and construct motorways in areas where traffic, already overtaking ordinary roads, justifies such a step.

THE WORLD OF THE THEATRE.

(Continued from Page 1093.)

Barker's appreciation of Tolstoi's most renowned plays will be shared by our critics, and the public will soon be tested. For, at the invitation of Mr. Aylmer Maude and the Tolstoi Society, the present writer has undertaken to organise, in October next, a Tolstoi Centenary similar to the Ibsen Festival in March last. With the co-operation of the Arts Theatre Club, and with the aid of a guaranty, the present plan is to give performances of two of his most significant works: "The Power of Darkness" and "The Fruits of Enlightenment." The former has latterly been produced by the Moscow Players (and it will be a heavy task for our own actors to approach, let alone to equal, their performance), and, long since, by a combination of professionals and amateurs. "The Fruits of Enlightenment" has, in my recollection, never been seen in London. Already the promise has been obtained from Mr. Robert Atkins to produce "The Power," and Mr. Komisarjevski has signified his willingness to lend a helping hand—it is hoped—in the production of "The Fruits of Enlightenment"; whilst, as I write, well-known actors, who greeted the idea with enthusiasm, are coming forward to offer their services.

There is a third play which I would include in the series, an adaptation of one of Tolstoi's most widely-read novels—"The Kreutzer Sonata." True, in the dramatisation he had no personal hand, but he sanctioned it when the work of one of the leading French dramatists was submitted to him twenty years ago. It was a great success in Paris, and was subsequently played all over Germany. If the version which I am studying has still retained its dramatic intensity—because twenty years may have antiquated the structure—it would be a fitting third in the trilogy, for the novel was at the time more popular than any other of the master's works.

At any rate, the basis of the Festival is being actively prepared, and financially is already partly secured. In due course dates will be announced, subscription-lists opened, and season-tickets for all three performances issued. And thus we hope that, *viribus unitis*, the tribute to Tolstoi will be a worthy pendant to the Ibsen Festival which has become a milestone in the annals of our Theatre.

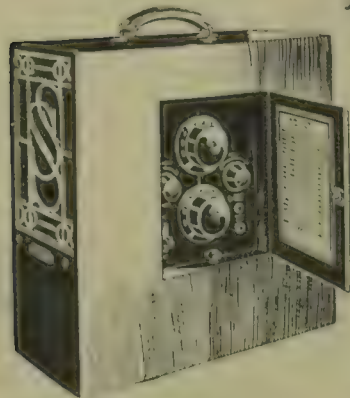
EUROPE'S CHOICEST RADIO MUSIC—ANYWHERE—ANY TIME



"Madrid's started talking again! Half a tick and I'll get Vienna. There's dance music there."

Voices and music are clearly and faithfully reproduced on the Selector Super. There is no distortion, no trace of the mechanical.

Take your Selector Portable with you



The Selector Portable not only gives you the greatest selection of programmes but also makes it easy for you to select the one you want.

SIXTY EUROPEAN STATIONS

are received perfectly at full Loud-Speaker strength simply by moving the simple controls. 30 stations are absolutely guaranteed and the readings for them are given with the set.

You can carry the Selector anywhere, indoors or out of doors. It plays at the touch of a switch. There are NO AERIAL AND NO EARTH WIRES, and no connections to make. Just switch on and enjoy the music. The Selector Portable is the invariable selection of music lovers and critics. We will gladly send you a Selector for a week's trial. If it does not do all we claim, send it back and your money will be returned at once.

An illustrated leaflet, I.L., describing the Selector will be sent post free on request.

Selector

PORTABLE WIRELESS SETS.

Selector Super Seven Portable. ... Cash Price 55 Gns.
 Selector Five-Valve Portable. ... Cash Price 32 Gns.
 Selector Three-Valve Portable. ... Cash Price 18 Gns.
 All complete with Royalties paid.

Any Selector may be purchased by deferred terms of NO DEPOSIT and twelve equal monthly instalments.

SELECTORS, LIMITED; 1, DOVER STREET, PICCADILLY, LONDON, W. 1.

A Shingled Headdress

instantly transformed into a fashionable and becoming Coiffure, by simply adding Georges new Chignon "Naturelle," which may be securely attached to the shortest hair, with perfect comfort. As undetectable as La Naturelle Transformations, which enjoy a world-wide reputation. Ask to see the Chignon "Naturelle," or write for a Specimen on approval. Price from 31/6. Portfolio of newest designs sent post free.

The "Times" system of payment by instalments is available.

Maison Georges
 40 BUCKINGHAM PALACE RD LONDON, W. 1



"LA NATURELLE" TRANSFORMATION.
 The Symbol of Perfection.

Gall-Stones BEGIN BEFORE THE PAIN

In merchants, clergymen, and middle-aged people of sedentary habit, the bile is very apt to dry up into a crystalline residue which forms into gall-stones. The smaller gall-stones may pass through the system without pain. Hence many have gall-stone and know nothing until larger stones form and set up the excruciating agony of biliary colic.

Physicians have long recognised the value of Kutnow's Powder for removing liver congestion and preventing formation of gall-stones. The peculiar

composition of this famous saline, originating from Carlsbad, renders it of special service in the treatment of this class of disease.

Kutnow's Powder regulates the liver and bowels and helps to expel all poisons. It is an indispensable morning dose for all predisposed to gall-stone and a chronic liver causing blood pressure. Kutnow's Powder being guaranteed free from sugar, is also highly commended for diabetes, gout, and uric acid trouble.

KUTNOW'S POWDER

The Famous Effervescent Saline
 Originally Produced at Carlsbad

Home price 2/9 per bottle, all Chemists, or S. Kutnow & Co., Ltd., 204, Phoenix Street, N.W. 1

ROLLS-ROYCE

THE BEST CAR IN THE WORLD



"The Rolls-Royce is more than a mere carriage for those who can afford the best; it carries right across the world the fair name of Britain as a producer of the best that the world has yet seen in Automobiles."

The Autocar, 27th April 1928



ROLLS-ROYCE LIMITED

14-15 Conduit Street, London, W.1

Telegrams Rolhead Piccy London

Telephone Mayfair 6040



BY APPOINTMENT

HOOPER & CO. (Coachbuilders) LTD

AGENTS FOR ALL LEADING MOTOR CARS.

Motor-Body-Builders and Coachbuilders to:

HIS MAJESTY THE KING.	} By Appointment.	H.M. THE KING OF SPAIN.	} By Appointment.
HER MAJESTY THE QUEEN.		H.M. THE KING OF SWEDEN.	
H.R.H. THE PRINCE OF WALES.	H.I.H. THE EMPEROR OF JAPAN.		
H.R.H. PRINCESS MARY, Viscountess Lascelles.	H.M. THE KING OF EGYPT.		
H.R.H. THE DUKE OF CONNAUGHT.	H.I.M. THE SHAH OF PERSIA.		

54, ST. JAMES'S ST., PICCADILLY, LONDON, S.W.1.

Kennington Service



IN THE NAME OF CHARITY.

A SPECIAL appeal for aid is made by the Incorporated Soldiers and Sailors Help Society and Lord Roberts Memorial Workshops for Disabled and Necessitous Ex-Service Men, the offices of which are at 122, Brompton Road, London, S.W. The Soldiers and Sailors Help Society can boast a remarkable record. Since 1903 it has assisted 864,857 ex-Service men in various ways. Throughout the country, it has nearly 17,000 "Friends" who work in close co-operation with the local branches, and act as voluntary representatives. On his discharge from the Forces, the Service man is supplied with the address of a "Friend" residing in his own district, and, if possible, in his own town or village. When in need of advice, clothing, or money, or when suffering from ill-health, he can go to his "Friend" for assistance.

As to the Lord Roberts Memorial Workshops, in these nearly 3000 men have been trained and employed, and at the show-room, at 122, Brompton Road, can be seen a fine range of articles of excellent quality and reasonably priced. The average disability of the men in the London workshops is 58 per cent., and that of those in the Brookwood workshops, 65 per cent. Donations may be sent to the Countess Roberts, D.B.E., 122, Brompton Road, S.W.3.

The Church of England Waifs and Strays Society, whose address is the Old Town Hall, Kennington



A CHILD IN ONE OF THE CHURCH OF ENGLAND WAIFS AND STRAYS SOCIETY'S 110 HOMES.

Road, S.E.11, admit nearly 1000 new children each year, and has a present "family" of 4582 boys and girls. The Homes number 110, and include five for babies and six for crippled and weakly children, as well as two in Canada. After-care is an important part of the work.

The Committee of the Royal Association in Aid of the Deaf and Dumb recently presented their eighty-seventh annual report. The work of the Association has developed greatly since the war, and it is necessary that further funds should be provided.

Contributions should be sent to 413, Oxford Street, London, W.1. There are over 4000 deaf and dumb in London alone, and, at its various centres, the Association is responsible for Divine service in the language understood by them, and organises clubs for recreation, scout patrols and girl guides, football and cricket teams, and so on. The staff visit the sick, and interpret at weddings, baptisms, and funerals, in courts and hospitals—indeed, whenever difficulty arises between the deaf and the hearing. Perhaps the most difficult task is securing employment, interviewing employers, and persuading them to give the deaf a chance. The help of the Association is extended freely to all deaf and dumb, irrespective of creed.

Saint John's Hospital for Diseases of the Skin also issues an appeal—from 49, Leicester Square, W.C.2, and 262, Uxbridge Road, W.12, the latter being the In-Patients Department. The extent of the Hospital's beneficent work can be gathered from the figures, which show 203 in-patients in 1925; 224 in 1926; and 229 in 1927—with 10,035 new out-patients in 1925; 10,003 in 1926; and 10,200 in 1927. Total attendance for those years were 50,769, 48,289, and 50,730. The Artificial Sunlight Department at the In-Patient Hospital has had a particularly busy year.

The Shaftesbury Homes and *Arethusa* Training Ship need £150 a day for maintenance, and ask that donations may be sent to 164, Shaftesbury Avenue, W.C.2. Over 25,000 young lives have passed through the doors of this charity. Thirty-six pounds will keep a girl for a year in one of the training homes; £40 will give a boy a year's home and training; £75 will give a boy a chance of a year in the *Arethusa*.

Our Dumb Friends' League will welcome much-needed help. The address is 72, Victoria Street, London, S.W.1. The League maintains an animals' Free Hospital, in Hugh Street, Victoria; a Blue Cross and Drivers' Branch; the Animals' Shelter Branch; a Children's Branch; and the North London Dogs' Home at Willesden.

Help is needed immediately for the Cancer Hospital (Free), Fulham Road, London. The fight against the most dreaded of diseases is everybody's cause; and it should be remembered that the Cancer Hospital is the first institution in London to be devoted entirely to the treatment of cancer, and to research into its causes and possible cure. The sum of £150,000 is urgently wanted for research, for treatment, and for building extensions, the first

part of which will be wards for "middle-income" patients who can contribute to the costs incurred. Donations should be sent to the Chairman of the Appeal Committee, the Cancer Hospital (Free), Fulham Road, S.W.3.

Dr. Barnardo's Homes are making their annual appeal for 400,000 half-crowns for their "family" of nearly 8000 children—the largest family in the world. Every day 24,000 meals have to be provided. Many of our readers always send half-a-crown to Barnardo's Food Fund, and to them this brief notice will serve as a reminder that the youngsters still possess a keen appetite; and to those who have not yet tasted of the joy of giving, now is an excellent opportunity. Half-crowns should be sent to 92, Barnardo House, Stepney Causeway, E.1.

The Rev. W. Noel Lambert, St. Gabriel's Vicarage, Poplar, pleads for fresh air for Slumland. "As you plan your summer holidays," he writes, "please give a thought to the dwellers in the cramped, dismal surroundings of this back-water Dockland slum for whom there will be no holiday without your aid. One pound will give one slum child two weeks' glorious and long-to-be-remembered holiday by the sea. The mothers, too, who slave the whole year round to keep their homes together on a scanty and uncertain wage, need physical and mental recreation. One pound will send a tired mother for one whole week's holiday—one week of glorious freedom from worry." Donations should be sent to Mr. Noel Lambert, at St. Gabriel's Vicarage, Poplar, E.14.

A note of a different kind comes from the Royal Society for the Prevention of Cruelty to Animals, 105, Jermyn Street, S.W.1. With the object of finding a humane rabbit trap which will be a substitute for the cruel steel-toothed trap, the R.S.P.C.A., in conjunction with the S.P.C.A., of Edinburgh, Glasgow, and Aberdeen, offers a prize of £300 for the best humane trap—one that will kill a rabbit instantly. There is no entrance fee, and details can be had upon application to the Chief Secretary.



BERTIE, THE BARNARDO "SUNSHINE BABY": A MEMBER OF "THE LARGEST FAMILY IN THE WORLD."

Think

What a
GIFT
to the

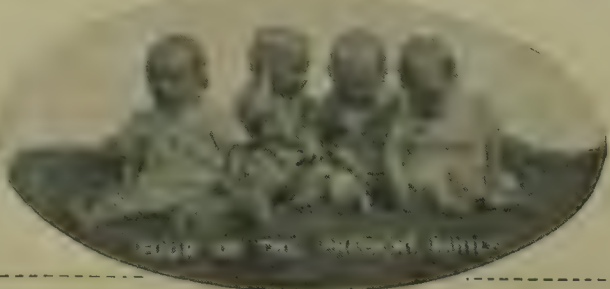
WAIFS & STRAYS
SOCIETY

will mean to its
family of 4,555
Children, many of
whom are cripples
and babies.

Will You Help?

by a donation to the Secretary,
Rev. A. J. Westcott, D.D., Old Town
Hall, Kennington, London, S.E.11

Cheques, etc., crossed Barclays' and payable "Waifs & Strays."



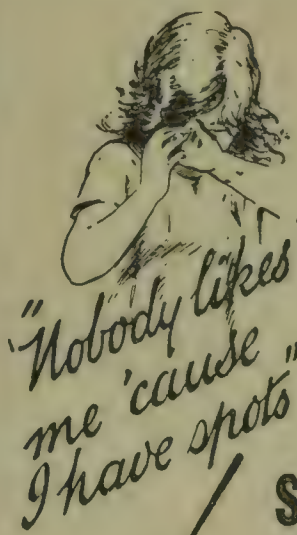
DR. BARNARDO'S HOMES



This Barnardo Baby has 7,798 brothers and sisters.
Will you help to feed them?

Dr. Barnardo's Homes are making their Annual Appeal for 400,000 Half-Crowns for the Children's Food. 7,799 boys and girls and babies are supported—the Largest Family in the World. It equals a Town. Think of supporting a Town! One generous friend has sent 4,432 Half-Crowns to the Fund this year. Will you follow his lead? You always send to the Half-Crown Appeal.

Cheques and Orders payable "Dr. Barnardo's Homes Food Fund," and crossed, may be sent to Dr. Barnardo's Homes, 92, Barnardo House, Stepney Causeway, London, E.1.



A cry that goes to the heart ~

THIS little girl is only one of thousands suffering from skin complaints who have come to us for treatment. Their sad condition often makes them shunned by their acquaintances, and they become very sensitive. For over sixty years we have been bringing joy into the lives of such poor people by devoting time and skill to their cure. More than a thousand patients are treated every week. St. John's is the centre for teaching and research in these diseases. It is impossible for us to respond to all the poignant appeals that are made to us. We have no endowment and no funds in hand. All that we can do is to lay these appeals before you and ask, "Won't you help?" Send your gifts to the Secretary.

ST. JOHN'S HOSPITAL
for Diseases of the Skin
49, LEICESTER SQUARE, W. C. 2.

"The most desperate of human calamities"

DEAF AND DUMB

In London alone there are 4,000.

Some features of our work:

INDIVIDUAL HELP.

A specially trained Staff of Chaplains and Lay-workers spend their lives among them, assisting them to secure employment; interpreting in all difficulties, in hospitals, courts and prisons.

RESCUE HOME FOR DEAF & DUMB GIRLS—

for those who, already handicapped by affliction, have fallen by the way.

THE BLIND, DEAF AND DUMB—

to enable those without sight, hearing, or in many cases speech, to live a human life.

Bring a ray of Sunshine to the Deaf and Dumb.

Gifts welcomed by GRAHAM W. SIMES, Secretary.

ROYAL ASSOCIATION
in aid of the
DEAF and DUMB
413, Oxford Street, London, W.1.



The Cancer Hospital Needs Your Help Now!

The fight against Cancer is everybody's cause, for everybody is open to its attack. No human being, therefore, can ignore an appeal to help in the fight against this terrible disease, and it is an Appeal to which no one who realises what Cancer means can fail to respond.

The Cancer Hospital is the first Institution in London devoted entirely to the treatment of Cancer and to research into its causes and possible cure. Already many of the cases treated have been relieved or actually cured; for in its early stages Cancer is now often curable.

The Cancer Hospital urgently requires £150,000 for research, treatment and building extensions, the first part of which will be Wards for "middle-income" patients who can contribute towards their cost. The sum is large, but if all give what they can afford the total will soon be reached. The need is urgent and vital. Please send cheques, payable to The Cancer Hospital (Free), and crossed Coutts & Co., to the Chairman of the Appeal Committee, The Cancer Hospital (Free), Fulham Road, London, S.W.3.

The Cancer Hospital

(FREE)

(Incorporated under Royal Charter.)

FULHAM ROAD, LONDON.

£300 for a TRAP!

NO
ENTRANCE
FEE

For further particulars apply to the Chief Secretary:

With the object of finding a humane rabbit trap which will be a substitute for the cruel steel-toothed trap the

R.S.P.C.A.

in conjunction with the S.P.C.A. of Edinburgh, Glasgow and Aberdeen, offer a

PRIZE OF £300

for the best humane trap—one that will kill a rabbit instantly.

Royal Society for the Prevention of Cruelty to Animals,
105 Jermyn Street, London, S.W.1.

(1)

WE NEED EVERY DAY £150 TO MAINTAIN OUR HOMES AND TRAINING SHIP.

Over 25,000 young lives have passed through the doors of
The SHAFTESBURY HOMES and "ARETHUSA" TRAINING SHIP

(FOUNDED 1842)

Will YOU help us to give a chance to 25,000 more?

WE NEED FUNDS NOW

£36 will keep a Girl one Year in one of our Girls' Homes.

£40 will give a Boy a Year's Home and Training.

£75 will give a Boy a chance of One Year in the "Arethusa" Training Ship.

Patrons: THEIR MAJESTIES THE KING AND QUEEN.
H.R.H. PRINCESS MARY, Viscountess Lascelles
FIELD MARSHAL H.R.H. THE DUKE OF CONNAUGHT
President: H.R.H. THE PRINCE OF WALES, K.G.
Chairman and Treasurer: FRANCIS H. CLAYTON, ESQ.
Deputy Chairman: LORD DARYNGTON
Chairman of "Arethusa" Committee: HOWSON F. DEVITT, ESQ.
Secretary: P. BRIAN PELL, A.F.C.



164, SHAFTESBURY AVENUE, LONDON, W.C.2.

When responding please mention the "Illustrated London News."



Will you please help?

Owing to disabilities received in war thousands of ex-Service men are unable to resume their former occupations.

In the LORD ROBERTS MEMORIAL WORKSHOPS nearly 3,000 maimed men have been trained in new crafts which they can follow despite their serious war disabilities.

THE SOLDIERS AND SAILORS HELP SOCIETY has assisted in various ways over 864,000 necessitous ex-Service men, providing money, food, clothing, employment, etc., for them.

Please help us to repay the debt we owe these men by sending a donation to the Chairman, The Countess Roberts, D.B.E., Room 47.

SOLDIERS & SAILORS HELP SOCIETY
AND THE
LORD ROBERTS MEMORIAL WORKSHOPS
122, BROMPTON ROAD, LONDON, S.W.3.
REGD. UNDER WAR CHARITIES ACT.

"OUR DUMB FRIENDS' LEAGUE"

Patroness H.R.H. THE DUCHESS OF YORK.
President .. The Rt. Hon. THE EARL OF LONSDALE, G.C.V.O.

ANIMALS' HOSPITAL BRANCH, 1, Hugh Street, Victoria.
Over 16,000 Sick Animals of the Poor receive free treatment annually.



ANIMAL SHELTERS. Over 5,000 Stray and Unwanted animals received every month and painlessly destroyed.

THE BLUE CROSS & DRIVERS' BRANCH maintains motor ambulances for street accident cases, opposes the export of work-worn horses to the Continent, provides trace horses, and works for the benefit of the Horse, Pony and Donkey.

NORTH LONDON DOGS' HOME receives through the Police Stray Dogs of North London. Some 1700 free dog licenses are issued yearly.

CHILDREN'S BRANCH encourages children in kindness to animals, and issues a Bulletin quarterly.

Under the distinguished patronage of H.R.H. Princess Louise, Duchess of Argyle, who will graciously present the prizes, the annual Costers' Pony and Donkey Show will be held at the Kensington Palace Field on Monday, the 2nd July. Admission free by ticket. Contributions to prizes are gratefully received.

Colonel M. W. DOUGLAS, C.S.I., C.I.E., Secretary, - 72, Victoria St., S.W.1.

THE PLAYHOUSES.

"OUT OF THE BLUE." AT ST. MARTIN'S.

MISS Norah Blaney has got a way with her whether she is singing songs at the piano in revue or acting a "straight" rôle, such as she assumes in Mr. Noel Shammon's play, "Out of the Blue"; but even her vivacity cannot do impossibilities or make of this playwright's Julie Marlowe an acceptable heroine of comedy. There is nothing comic, indeed, in the idea of an elderly man's mistress agreeing to become his son's wife; it is repugnant to average taste. Julie is a cabaret singer with predatory instincts; Sir James Hadlow, a business man with not too much astuteness, has provided her with a flat and gay plumage in Paris. Bored with her position, she invades his city offices, and blackmails him into inviting her for the week-end to his country house in Berkshire. And there she lets the son of the house propose marriage to her; and it is only her easy capacity for boredom which saves Sir James from sacrificing his son to his own cowardly wish to avoid a scene with his wife. Mr. O. B. Clarence and Mr. Arthur Aubrey are in the cast, and both provide clever performances; but, although Mr. Shammon has revised his play since it was first tried under the title of "The Snare of the Fowler," he has not been able to remove the original flaw in the plot.

AN EDGAR WALLACE THRILL. "THE SQUEAKER."

Once more we have Edgar Wallace at his best in a crime play. It is called "The Squeaker," because its villain, besides receiving stolen goods, betrays his accomplices to the police; and it is to be seen at the Apollo, which it should fill for months to come, for it is most ingeniously contrived, it is packed with exciting scenes, and it is rich in humour. Only one pistol is employed, and that a silent pistol; but it gives thrill enough; and Mr. Wallace is content with a mere drop of blood. But he offers us a breezy picture of a sub-editor's room in a big newspaper office, not unlike the real thing; and his many surprises and mysteries reach their climax in a disreputable night club, where the audience is able to make the acquaintance of an extremely droll character who is at once porter, secretary, and proprietor of the establishment. Already Mr. Wallace has brought to our notice an equally well-sketched type in the person of a Scots reporter who scorns note-books, but carries everywhere bowler hat,

umbrella, waterproof, and a stack of newspapers in his pocket. These two oddities, interpreted with compelling vigour by Mr. Harry Wenman and Mr. Campbell Gullan respectively, are the very making of the play. Still, of course we are anxious that neither the heroine, played by Miss Mercia Swinburne, nor her lover, in whose part is Mr. Hartley Power, should be found to have committed the murder; and Mr. George Relph takes care that we should feel that the "Squeaker" deserves his fate.

RADIO NOTES.

THE "moving-coil" type of loud-speaker gains in popularity week by week as members of the vast radio public become aware of the superb quality of reproduction which is provided by the use of the new instrument. Listening to broadcasts of a full band, an instrumentalist, a singer, or a speaker, is like listening to the original sounds when a moving-coil speaker is used as the reproducer. Any receiving-set with three or four valves, capable of giving good reproduction, will operate a moving-coil speaker, the chief parts of which consist of a fixed "pot"-magnet and a small coil which is attached to a cone or about six inches diameter. A six-volts accumulator is connected across the two terminals of the pot-magnet windings, and the output from the receiving set is taken to the two terminals of the windings or the small coil which moves rapidly within the "pot," and so causes the cone to vibrate—thus creating sound-waves. Obviously, such vibrations of the cone create sound-waves both in front of the cone and behind it—a state of affairs which is detrimental to proper reproduction of the original broadcast sounds, especially in regard to low notes. Consequently, it is usual to surround the cone with a wooden board, or "baffle," which effectively stops the interaction of the two sets of sound-waves.

A moving-coil loud-speaker requires plenty of high-tension current—usually not less than 150 volts on the last valve, which should be a power-valve. The pot-magnet, which is energised by a six-volts accumulator, is somewhat greedy with current; therefore, if mains electricity is available in the house, it is advisable to keep the accumulator fully charged with the help of a "trickle-charger" unit, which may be obtained for about 45s. Alternatively, other types of moving-coil speakers are available with permanent magnets in place of the "pot," thus

rendering unnecessary the use of a six-volts accumulator for operating the speaker.

A neat device which will be extremely useful to radio listeners who like to keep a permanent and handy record of dial readings for various broadcasting stations is now available, price half-a-crown, at the best wireless shops. A list of the chief British and Continental stations is printed on a chart which automatically rolls up, or may be unrolled, on the spring-blind system. Marginal lines are provided between which may be written the condenser settings of the various stations received on one's set. This ingenious little apparatus, known as the "Time-saver Log," may be hung on the receiver or adjacent to it.

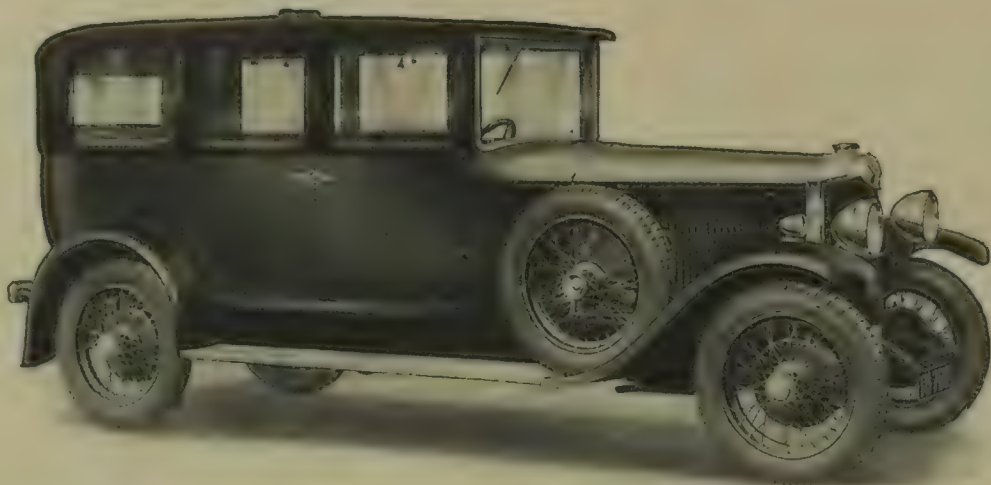
The massed bands of the 14/20th Hussars, the 1st Battalion the Green Howards, and the 1st Battalion the Border Regiment will play at the Civic and Military Service which is to be relayed from York Minster to-morrow, Sunday, June 17.

Among the musical curiosities to be broadcast by the Wireless Orchestra, conducted by John Ansell, on Tuesday next, June 19, are "March of the Kitchen Utensils" (Vaughan Williams), "Funeral March of a Marionette" (Gounod), "The Village Choir" and "The Hen, the Donkey, and the Cuckoo" (Huguenin), and Laubach's "Toy Symphony." Victor Hely-Hutchinson, of the 2LO staff, will be the pianist in Eugene Goossens' "Kaleidoscope," which includes Hurdy-gurdy Man, March of the Wooden Soldiers, Rocking Horse, Punch-and-Judy show, Old Musical Box, and Clockwork Dancer.

Massed Cavalry, Royal Artillery mounted bands, and pipes of the Seaford Highlanders will assist in that part of the Aldershot Command Searchlight Tattoo which is to be relayed to 2LO from Rushmoor Arena, Aldershot, on Tuesday, June 19. The broadcast will include the following items: Retrospect of War; Charge by Mounted Crusaders; Representation of intensive battle; "Abide with Me"; and Finale.

"Paolo and Francesca," Stephen Phillips's tragedy, which was played at the St. James's Theatre, London, a quarter of a century ago, is to be broadcast from 2LO on June 20. The British Women's Symphony Orchestra, an organisation formed in 1924, in order that professional women musicians might have a society through which to demonstrate their talent, will broadcast from 2LO and 5XX on June 25. Dr. Malcolm Sargent will conduct.

The "Canberra" Enclosed Limousine



THE present-day Crossley Six-cylinder models are faster, smoother, finer than ever before. They are designed for the discriminating, for the motorist who understands and appreciates quality.

The 20.9 h.p. Six-cylinder Enclosed Limousine, illustrated above, is a notable example of Crossley quality. Note its distinctive appearance. Ample room for

seven. Perfectly finished and appointed. A car with a wonderful road performance and unique smoothness and silence, the qualities which have made it the choice of distinguished owners throughout the Empire. Price £875.

Other 20.9 h.p. models: Tourer, £675; Fabric Saloon, £720; "Aero" Saloon, £750; Saloon de Luxe, £795; Enclosed Landulette, £895. The famous Super Six Fabric Saloon, £795—the most distinctive Fabric Saloon on the road.

The 20.9 h.p.

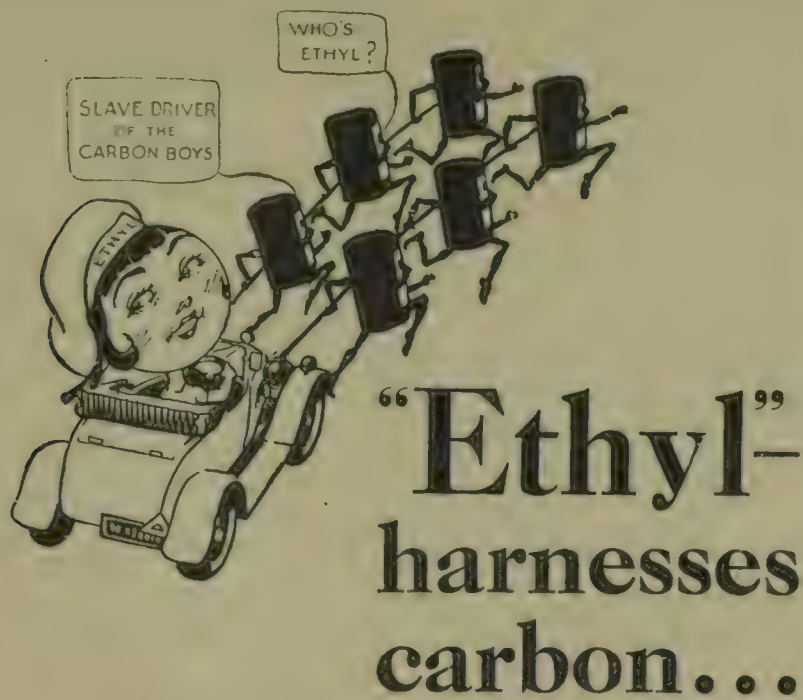
Crossley
SIX

ASK also for details of the new 15.7 h.p. Crossley "Shelsley" model, the most remarkable medium-powered Six on the market. A new car of advanced design and phenomenal performance. Fabric Saloon, £550; Coachbuilt Saloon, £575; Enclosed Limousine, £595. All with comprehensive equipment.

Catalogues of Crossley 20.9 h.p. and 15.7 h.p. models gladly sent on request.

CROSSLEY MOTORS Ltd.,
MANCHESTER.

London Showrooms: 20, Conduit Street, W. 1.



*makes it work for you
instead of against you*

You turn carbon into a source of added power when you use Pratts "Ethyl" Petrol.

Carbon accumulations, which no petrol can prevent, cause higher compression in the cylinders, by reducing the size of the combustion chamber, and higher compression gives greater power.

But carbon also causes knocking, and knocking means loss of power.

That is where Pratts "Ethyl" Petrol comes in. "It knocks out that knock."

Pratts "Ethyl" Petrol eliminates knocking under all driving conditions. And the increased compression gives increased power without any trouble or strain.

Pratts "Ethyl" Petrol is absolutely safe to use. It will not damage your engine nor injure spark-plugs, valves or stems.

Pratts

Ethyl Petrol

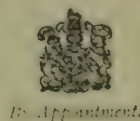
LOOK FOR



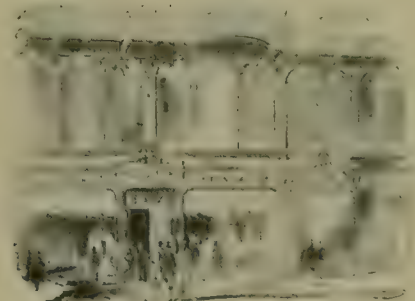
THIS SIGN

*Distributed by the Proprietors of
PRATTS SPIRIT—famous for 30 years*

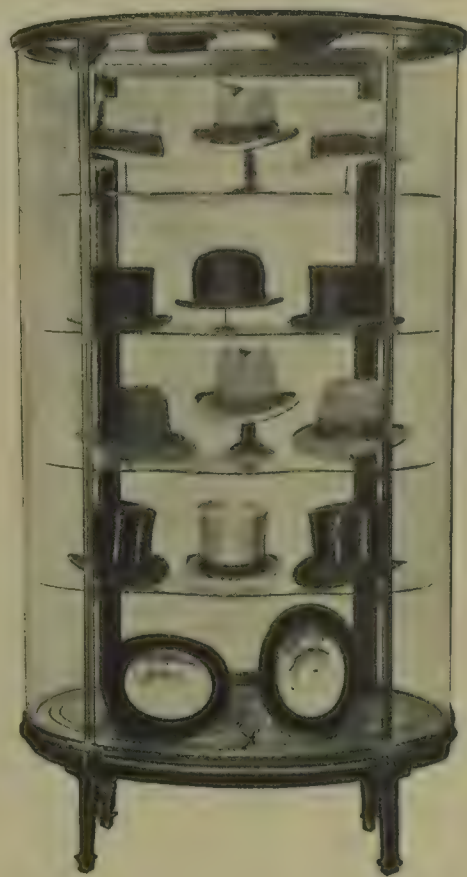
D.A. 156



Established 1785.



"GIEVES"
of
Old Bond Street



Gieves
LIMITED

21, Old Bond Street,
and
31, Burlington Arcade,
LONDON, W.1.

EDINBURGH. 120 PRINCES ST.
PLYMOUTH. 63 GEORGE ST.
LIVERPOOL. 14 LORD ST.

Ready July, 1928. AN IMPORTANT NEW WORK

BY

The Leaders of the Great Barrier
Reef Expedition, 1928-1929

"THE SEAS"

OUR KNOWLEDGE OF LIFE IN THE
SEA AND HOW IT IS GAINED,

BY

F. S. RUSSELL, D.S.C., B.A. (Cantab.),
Assistant Naturalist to the Marine Biological
Association, Plymouth; Formerly Assistant Director
of Fisheries Research to the Egyptian Government,

AND

C. M. YONGE, D.Sc., Ph.D.,

Leader of the Great Barrier Reef Expedition;
Formerly Assistant Naturalist to the Marine
Biological Association, Plymouth.Pocket size, uniform with the well-known
"WAYSIDE & WOODLAND" Series.
With 384 Illustrations, 167 of which are
in full colour. Price 12/6 net.Many books have been written about the
natural history of the seashore. But the
shore is only the narrow fringe of a vast
world that lies beneath the surface of the
water; a world entirely unknown to most
people, yet of extraordinary interest."THE SEAS," by F. S. Russell and
C. M. Yonge, contains much information
that is new and has never even appeared
in advance text books, and the work has
been written in a style that should appeal
to University students as well as to the
lay-reader. It is very fully illustrated
with beautiful coloured plates and photo-
graphs, the majority of which are
original, the remainder having been re-
produced from paintings and private col-
lections, and others contained in the
report of oceanographical expeditions
and other sources which are not generally
available to the lay-reader.

Orders for the volume should be placed at once.

FREDERICK WARNE & CO., LTD.,
1-4, Bedford Court, London, W.C.2The true story of the Zeppelin
Raids.

ZEPPELINS

By Capt. ERNST LEHMANN.
Formerly Director of Air Raids.
Illustrated. Demy 8vo. 18s. net.

A Great Flier's Exploits.

SKYWARD

By RICHARD E. BYRD.
Includes the plans for his coming
South Pole flight.
Illustrated. Demy 8vo. 15s. net.A Great Epic of Animal
Portraiture.

S A F A R I

By MARTIN JOHNSON.
"The book is indeed a saga of the
jungle and captures the glory of
Africa in her wildest."
Illustrated. Medium 8vo. 21s. net.1,200 American recipes for English
Housewives.The American Women's Club
COOKERY BOOK
Demy 8vo. 10s. 6d. net.

Ready Shortly.

CONTRACT BRIDGE

By MILTON C. WORK.
With the Official Laws.
Crown 8vo. 7s. 6d. net.

PUTNAM

24, Bedford St.,
London, W.C.2

BOOKS OF ART AND YOUTH.

IT happens that two books lately published concern themselves with the effort and struggle in creative arts. The artists with whom they deal belong to different worlds and different centuries. They are Michelangelo and Nathaniel Hawthorne. Their self-expression, to our appreciation so perfect, epitomises the vision, the labour, and the anguish of the human instrument. The "Michelangelo" of Adolf Venturi (Warne; 7s. 6d.) is a handsome volume, and it will be welcomed by the art-lover. It outlines his career and points out the salient features of his work; and the colotype reproductions—there are 296 of them—supply the illustrative detail. Professor Venturi's introduction is a biography and a criticism in miniature. Lloyd Morris's "The Rebellious Puritan" (Constable; 16s.) is more diffuse; but both writers convey the sensitive spirit of genius. The young Michelangelo came early to recognition, and the dynamic effect of his work received an immediate impulse that remained unchecked. When it was pointed out to him by Lorenzo de' Medici that his Faun's head, modelled from an aged man, possessed a perfect row of teeth, the young Michelangelo "at once broke out a tooth, filing it in such a way as to make it seem that the tooth had dropped out." The confident action is significant. Michelangelo developed in his art a spirit of synthesis; he had already assimilated, in his boyhood, the lessons of the ancients, and of the Maytime flowering of his immediate forerunners. In his middle and later years world weariness enveloped him. He turned away, sickened, from the intrigues and the insincerity of the Italy of his age, and his end was clouded with bitterness.

Nathaniel Hawthorne, on the other hand, was born with the seal of his Puritan ancestors stamped on him. He had to emerge from a hereditary repression. He had also to overcome the limitations imposed by the narrow views of his New England neighbours. He was desperately unhappy while he was feeling his way towards success. He died worn out at sixty-two: the early worry of narrow means and hopes deferred had undermined his constitution. Mr. Lloyd Morris has run through the preliminary history of the Hawthornes of old Salem, not omitting the curse that a poor old woman condemned to death for a witch laid on the family. These things, fascinating details in themselves, have their bearing on the story of Nathaniel Hawthorne. He was a shrewd critic of others; and the humorous side of the mutual admiration society of the Concord intellectuals did not escape him. (He heartily disliked Margaret Fuller, and he perceived that Mr. Emerson was "the everlasting projector of all that is, and a seeker for he knows not what.") But he submitted to its patronage, and only confided his opinions to his wife. Mrs. Hawthorne, a consoling helpmate, accepted his shyness, and noted that his vocation was to observe, not to be observed. It was very true; but a man with Nathaniel's inborn melancholy requires his powers to be buttressed from without. It was uphill work for Hawthorne until "The Scarlet Letter" had made him famous, and it was the encouragement of a friend, who had read the germ of it in manuscript, that set him to write "The Scarlet Letter." Then indeed he wrote passionately. Yet his spirit was troubled, even in spite of a happy marriage and a moderate amount of material success. "The Haunted Mind" says, "In the depths of every heart there is a tomb and a dungeon." The aging Michelangelo has been seen descending, like Everyman, into an underground darkness from the brilliant sunshine of his youth. With Nathaniel Hawthorne the dungeon was close at hand all his life; he was freer after forty, but at any time a rebuff, a disappointment, would thrust him across its gloomy threshold.

"Skyward," by Commander Richard E. Byrd, U.S.N. (Putnam; 15s.), is the autobiography of an artist of another stamp. Commander Byrd tells his own tale of aviation, and it has inspired him to a flaming enthusiasm. He describes his enjoyment of the spectacle of icebergs seen from above in Newfoundland waters, and the "momentary sensation of great triumph" when he was navigating his aeroplane at the North Pole. He is ardently persuasive in presenting the argument that the pursuit of flying, to the thin edge of eternity, is worthy of a man's devotion. He dissertates on the function of the aeronautical pioneer. Fatal accidents are inevitable at the pioneering stage; once that is passed, as on the present passenger routes, the air is as safe as it is speedy. Commander Byrd has made aeronautical history, and in "Skyward" he has written a gallant book that is also a book of thrills.

Three novels about young people handle them in varying ways. One of them only is of outstanding merit, and that is "The Quarry Wood," by Nan Shepherd (Constable; 7s. 6d.). It is realism; the others are not. "The Quarry Wood" is written round the Scottish desire for learning. At nine Martha had kicked her great-aunt Josephine for keeping her from her books; at nineteen she had surmounted incredible obstacles in the squalor of a Highland peasant's cottage, and had arrived at the dignity of a student of Aberdeen University. She had the mettle of her breed; Martha studying at the kitchen table, with her nerves jangled by noise and disorder, was as resolute in endurance as great-aunt Josephine, who was still standing out against death, though grievously afflicted, at seventy-nine. "Helen" (Longmans; 7s. 6d.) and "Singing River" (Longmans; 7s. 6d.) are readable novels, but it is difficult to share Georgette Heyer's pleasure in her heroine, Helen, appearing in manner and action as an intolerant young person. In "Singing River," Alice Deford has told the romance of a high-spirited English girl who had been left single-handed to farm her father's property in America. The atmosphere is fresh, and the sentimental plot will please the people who read for uncritical amusement.

CONSTABLE

publish

HARRY PRESTON'S MEMORIES

Illustrated. 15s. net.

Times: "Feelings of envy and frustration get fearfully mixed in anyone contemplating the crowded life of Mr. Harry Preston. He knows he could never extract such fun as Mr. Preston does from every waking hour."

Evening Standard: "Mr. Harry Preston's Memories are as varied and as vigorous as one of his own dinner parties, and almost as rich."

PATRICK HAMILTON'S

laugh-and-cry story

TWOPENCE COLOURED

7s. 6d. net.

Ralph Straus, in the Sunday Times: "Told with such a wealth of amusing detail and in so intimate a way that you linger over every page. . . . The book bubbles over with quiet merriment. But there is more than mere fun in it."

By the same author:

CRAVEN HOUSE — MONDAY MORNING.

and

GEORGE BLAKE'S

penetrating study of
Scottish new rich

PAPER MONEY

7s. 6d. net.

Spectator: "Scotland has not lacked its romantic interpreters. But in Mr. Blake it has at last found its realist. His latest novel fulfils the promise of Young Malcolm. . . . The inseparable comedy and tragedy of real life are poignantly realised; the characters are all vital studies and the literary style is a model of unobtrusive distinction."

By the same author:

YOUNG MALCOLM.

10 Orange St. W.C.2.

LONGMANS

"Mr. Wilder will be numbered among the masters of English prose of his time."—The Observer.

NINTH IMPRESSION, 28th Thousand.

The Bridge of San Luis Rey

By THORNTON WILDER.

Crown 8vo. 6s. net.

NEW NOVELS. 7s. 6d. net each.

JOHN OXENHAM

The Hawk of Como.

The romantic life story of Gian Medici, a soldier of fortune.

BEATRICE CHASE.

Patricia Lancaster's Revenge.

Who was the author of those mysterious articles signed, "Patricia Lancaster"?
A clever piece of detective work unravels the mystery.

ALEXANDER WILSON.

The Mystery of Tunnel 51.

A mysterious murder and stolen plans of frontier defences in India form the plot of this detective story.

MERCEDES DE ACOSTA.

Until the Day Break.

An emotional study of an unusual woman.

HUGO WAST.

Black Valley.

An Argentine novel of vivid colour and dramatic episode.

FREDERICK HOWARD.

The Emigrant.

A young Communist agitator is deported and goes out to Australia, where he continues his political activities but is finally disillusioned.

GEORGETTE HEYER

Helen.

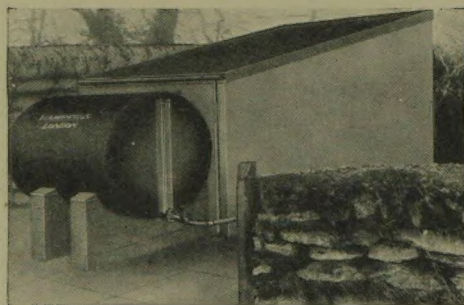
A study of a girl whose devotion to her father has prevented her really loving anyone else. After his tragic death she finds the way open for her love for the man who has always wanted her.

ALICE DE FORD

Singing River.

A romance of a New England farm.

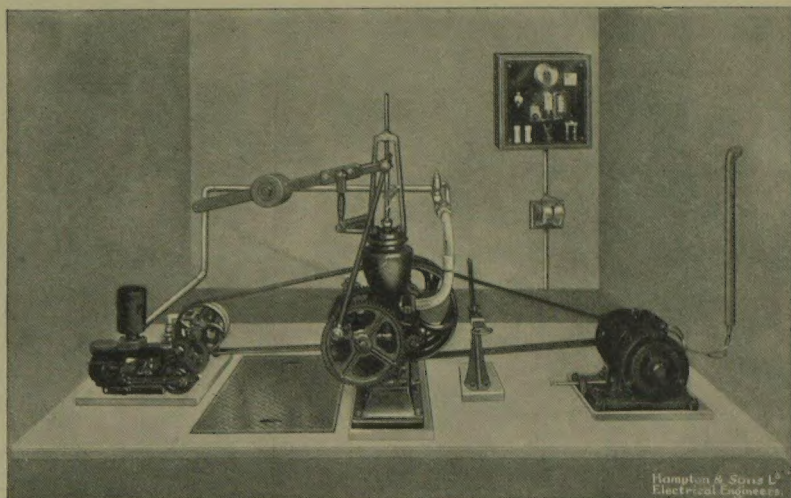
HAMPTONS' PNEUMATIC PRESSURE SYSTEM FOR PUMPING AND DISTRIBUTING WATER (Bruston Patents)



A.

A.—Rear view of Pump House showing high pressure hydro-pneumatic cylinder.

B.—Interior view of Pump House over the well showing deep well bore pump, also horizontal auxiliary pump and automatic switch gear.



B.

Hamptons' System of water supply by automatic pumping entirely eliminates the need for water towers and provides for the water to be stored at the ground level (or below) as from ordinary streams, reservoirs, wells, etc. This apparatus is the most modern and up-to-date method for pumping and distributing water over large and small country estates and in all other places where scattered buildings have to be supplied with water from one or more sources.

The advantage of it is also unique where water, stored for fire extinguishing purposes is at a level which gives insufficient head to be effective for this use. With Hamptons' Pneumatic System one can immediately apply to this low level water pressure which gives a force equivalent to a head of 300 feet.

The plant is entirely automatic, requiring little or no attention except for the necessary lubrication of the working parts. An electrical supply is not essential to supply the power, as the system works equally well when power is derived from an oil or a petrol engine.

The above illustrations are reproductions of photographs of a typical pneumatic pressure system plant recently installed by Hampton & Sons in Cornwall. Hamptons' Engineers were responsible for the complete new water supply, including well sinking, reservoirs construction, pumping plant and mains, etc.

For further particulars see illustrated leaflets sent free.

EXPERT ADVICE & ESTIMATES ON APPLICATION.

ELECTRICAL
and
HYDRAULIC
ENGINEERS

HAMPTONS

Decorators · Furnishers

PALL MALL EAST,
LONDON, S.W.1.

Phone: GERRARD 0030

T.A.:

"HAMITIC, LONDON."



MAID: "The garden doesn't look at its best, does it, William?"

GARDENER (heatedly): "Oh, don't it! Just remember this, Miss—brightenin' the house and brightenin' the garden is very different. All you have to do is to give the Floors and Furniture a rub o' that Mansion Polish and you can't help the house lookin' its best."

MANSION POLISH

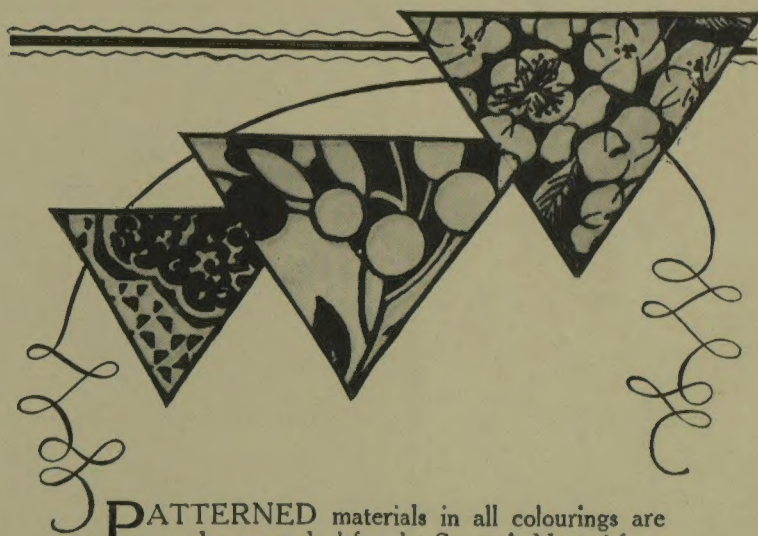
FOR FURNITURE AND FLOORS. PRESERVES LINOLEUM

In Tins, 4d., 6d., 10½d., and 1/9

Also large family 3/- tin, containing 2 lbs.

The Chiswick Polish Co., Ltd., Chiswick, W.4. Makers of the Celebrated

CHERRY BLOSSOM BOOT POLISH



PATTERNED materials in all colourings are used a great deal for the Season's New Afternoon Frocks, etc. Spots, half-triangles and flower designs are all fashionable, and every woman should see the wide range of "SAN-TOY" PRINTED FABRICS—woven only by Courtaulds, Ltd. The colour-schemes available are really wonderful.

San-Toy Printed Fabrics

(Registered)

All Dresses and Frocks made of "SAN-TOY" Printed Fabrics bear the Maker's Tab. "SAN-TOY" Printed Fabrics are stocked by leading Drapers and Stores.

The name is on the selvedge. None guaranteed genuine without.

If any difficulty in obtaining, write the Manufacturers: COURTAULDS, LTD., (Dept. S 18), 16, St. Martin's-le-Grand, London, E.C.1. Manufacturers also of "LUVISCA," "DELYSIA," "XANTHA," etc.

CHESS.

CONDUCTED BY ERNEST IRVING.

To CORRESPONDENTS.—Letters intended for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

Our German exchange sends the following game played in the Masters' Tournament at Leipzig. The chief point of interest is its remarkable finish, which must have been a starter for Herr Engert, who appeared to be prospering when the bolt fell.

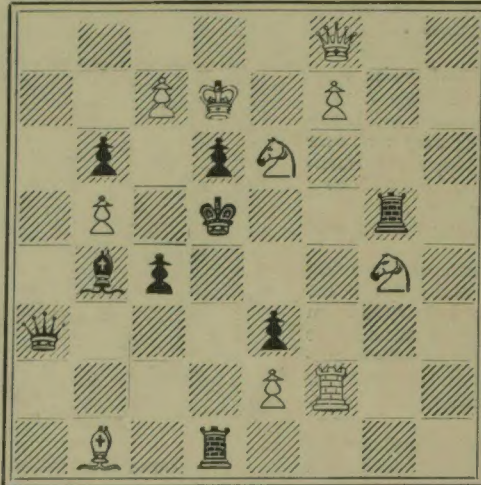
(Queen's Pawn Opening.)

WHITE (Herr Engert.)	BLACK (Herr Kuhn.)	WHITE (Herr Engert.)	BLACK (Herr Kuhn.)
1. PQ4	KtKB3	21. QRQ1	BKR3
2. KtKB3	PKKt3	22. RQ6	
3. PB4	BKt2		Glitters, but has no hall-mark.
4. PKKt3	Castles		
5. KtB3	PQ3		
6. BKt2	QKtQ2	23. Q×BP	KtB3
7. Castles	PK4	24. Kt×Kt	P×Kt
8. P×P	P×P	25. Kt×P	PK6
9. QB2	PB3	26. R×P	
10. RQ1	QB2		Of course, if 26. P×P, then
11. PKt3			B×Pch, etc.
		26.	R×R
		27. BQ5ch	R×B
		28. R×R	BB1
		29. Q×BP	
			He gobbles another P, but this
			is rather in the nature of forcible
			feeding.
		29.	PK7
		30. Q×Q	PK8(Q)ch
		31. KKt2	B×Pch
		32. K×B	
			This is sheer diabetes, but
			probably White, the exchange
			and three pawns up, and threaten-
			ing mate in two, did not wish to
			accept perpetual check. Black
			might here have announced mate
			in seven.
		32.	QKR8ch
		33. KKt4	QR4ch
		34. KB4	BR3ch
		35. KK4	QK7ch
		36. KQ4	Q×BPch
		37. KB3	QK8ch
			And mate next move!

SOLUTIONS OF PROBLEM No. 4025 received from J S Almeida (Bombay), Cpl. Haughty (Dinapore), and J Hambleton (Penang); of No. 4026 from J S Almeida and Dr. Rufus Southworth (Glendale, Ohio); of No. 4027 from A Edmeston (Llandudno) and H Burgess (St. Leonards); and of No. 4028 from J T Bridge (Colchester), W Cross (Barton-on-Humber), Reg. Milledge (Bexhill), H Burgess (St. Leonards), A Edmeston, Rev. L D Hildyard (Rowley), E G B Barlow (Bournemouth), M Heath, C Stainer (London), and H Richards (Brighton).

SOLUTIONS OF GAME PROBLEM No. III. received from W Cross (Barton-on-Humber), 100%; F B N (Vigo), and L Homer (Toulon), 50%. Note that 1. R×R Q×K, 2. QKt7 will not do, because of 2. — Q×P, releasing the BK and threatening mate!

PROBLEM No. 4029.—By J. SCOTT (CARLISLE).
BLACK (9 pieces).



WHITE (10 pieces).
In Forsyth Notation: 5Q2; 2PK1P2; 1P1P3S3; 1P1K2R1; 1P1P3S1;
93P3; 4PR2; 1B1R4.
White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 4027.—By J. MONTGOMERIE (Fettes College).

[4B3; 1P6; P3Q2; K2KR2; 2S1P2; 2P1P3; Q1P1P3; Rb3B3—
in two moves.]

Keymove: QQ8 (Qd8).

If 1. — Kt×KtP (dbl ch), 2. KQ6; if 1. — KtR6ch, 2. PB4; if 1. — QR6, 2. K×Kt; if 1. — QR5, 2. R×Q; if Kt(B8) any, 2. KtKt3. 1. QB8, suggested by some, does not answer, as, after the double check, the Black Kt is not pinned. The disclosed-check theme has, of course, often been used before; but when we tell our readers that this setting is the original work of a schoolboy, we think they will agree that it is a remarkable composition. It is not difficult, as the threatened disclosure is an index to the key, but many readers, ignorant of the composer's age, have praised the problem.

The Scarborough Tournament was won by Mr. W. Winter, our youngest professional player, who thus bids fair to justify our opinion that he will one day be British champion. The position of Colle, one point behind, is useful in appraising the strength of the winner, as the Belgian master, if not in the first flight, is a most consistent tournament player. Miss Menchik did very well to record a 50% average in this company, and will do even better, as she is still improving. Mr. F. Schubert, arriving too late for lilac-time, and too soon for the centenary, found Whitsun at Scarborough a little frosty, though he kept as far from Winter as the length of the score-sheet would allow. Altogether a pleasant and successful congress, rendered even more interesting by the presence of Dr. Alekhin, who, smiling and Olympian, mowed down the adventurous in batches of twenty or so, to the edification of the victims and the amusement of the "gallery."

The enterprise of cigarette manufacturers is never-ending, and it is certain that smokers who appreciate a really good cigarette at a popular price will welcome the introduction of "Rhodians" (ten for 6d.), which Messrs. Lambert and Butler are putting on the market. Perfectly made from the finest Rhodesian tobacco only, they have a pleasing and distinctive flavour which is likely to secure for them permanent popularity, and are larger than most cigarettes sold at the same price.

Special Summer Service to the Belgian Coast

via
Harwich—Zeebrugge

Mondays, Wednesdays, Fridays
22nd June — 17th September.

from London (Liverpool St.) 8.40 p.m.

FARES:

1st Class Single 43/- 2nd Class *25/-

*1st Class on ship 10/- extra.

Return: Double.

Cheap Week-end and 5-Day Tickets
without passports.

Fast Electric Trams to the Coast
Resorts — Express Service to
Brussels and other centres.

Illustrated literature and full information
from Continental Traffic Manager, L.N.E.R.
Liverpool Street Station, London, E.C.2,
or Hull: 71, Regent Street, and 59, Piccadilly,
London, W.1; L.N.E.R. Stations,
Offices and Tourist Agents.

L.N.E.R. Night Route



**BAILEY'S
"CALIBAN" RAM.**
Raises water from
streams to any height.
Costs nothing to work it.
All kinds of PUMPS in stock
for all purposes.
SIR W. H. BAILEY & CO., Ltd.
MANCHESTER.

MOËT & CHANDON CHAMPAGNE



BY APPOINTMENT TO HIS MAJESTY
KING GEORGE V.

DRY IMPERIAL, VINTAGE 1919



CARLTON PARK HOTEL GENEVA.

Entirely new. 110 rooms. Private suites. Attractive lounge. Situated in its own beautiful grounds. Tennis. Garage. Magnificent view on Lake and Mont Blanc.
Ideal Resort Place.

THE PASTE FOR KINGS RIGHT ROYAL IN TASTE BURGESS' ANCHOVY PASTE

Established 1760



The Wonder Island of Slovakia!

Volcanic sulphurous mud springs
coming from a depth of 1000 meters.
THE Cure that cures: Arthritis,
Gout, Sciatica, Gynaecological dis-
eases. First-class accommodation.
THERMIA - PALACE, connected
with the Irma Bath by lifts and
corridors from your room into the
mineral baths. Greatest comfort.
Tennis, Golf, Fishing, Boating.

Apply:

Wagons Lits, 20, St. James's St.,
S.W.1. The Pistany Spa Bureau,
Astor House, Aldwych, W.C.2

LLOYD'S IN
TUBES.

THE ORIGINAL EUXESIS

FOR EASY SHAVING.

Without the use of Soap, Water or Brush.
Put a Tube in your Kit Bag.

The Label of the ORIGINAL and
GENUINE Euxesis is printed
with Black Ink ONLY on a Yellow
Ground, and bears this TRADE
MARK

We bought the business with the recipe, trade
mark, and goodwill from the Executrix of the
late A. S. Lloyd. The genuine is now manu-
factured ONLY at our Factory.

From all Chemists, Hairdressers, &c.

Wholesale only:
R. HOVENDEN & SONS, LTD.,
Berners Street, W., and City Road, E.C.



W.C. MACDONALD INC.
MONTREAL, CANADA
Established 1858

PLAIN OR CORK TIP
Cigarettes

Mitsui & Co. Limited
65 Broadway, New York, U.S.A.
FOR ORIENTAL TRADE

Largest
Independent
Brand
in America



It's Age that tells

Scotch Whisky becomes increasingly enjoyable and palatable with every year of maturing, *before it is bottled*. Therein lies the superiority of "M.L." (Mackinlay's Liqueur Whisky), which is matured for TEN YEARS. Only so can it develop the glorious "Highland Flavour," which makes "M.L." the finest Liqueur Whisky distilled in Scotland.

London Office :
TRAFALGAR HOUSE, WATERLOO
PLACE, S.W.1

[illegible]

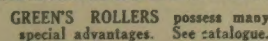
For Switzerland and Italy our Advertisement Agents are the Agence Havas, who should be addressed at 4, Place du Molard, Geneva.

Donations to the Rev. W. NOËL LAMBERT,
St. Gabriel's Vicarage, Poplar, E.14.

JUAN LES PINS SEA SUIT, in silk milanese. V neck, trimmed contrasting colour, with attractive cape hanging from shoulder, which can be detached from the suit for swimming. This is trimmed in the same contrasting colours to match suit (brassiere attached).
Colours : orange/royal, royal/orange, black/white, orange/black/green/yellow/red/black.
Price 79/6
Rubber Cap, all colours.
Price 15/6
Sandals, with heel.
Price 12/9

all Pets and Poultry.

THOS. GREEN & SON, Ltd., Smithfield Iron Works, Leeds
New Surrey Works, Southwark Street, London, S.E.1 *Established 1835*



**BAYLISS, JONES
& BAYLISS, LTD.**
WOLVERHAMPTON
and 139-141 CANNON ST. EC4.

EVENTUALLY

YOU will want to experience that "DUGGIE NEVER OWES" feeling.

YOU will want NO LIMIT on doubles, trebles or accumulators.

YOU will want PLACE BETTING with NO LIMIT when favourites start odds on

YOU will want PAYMENT IN FULL over lost or wrongly transmitted telegrams.

YOU will want your Course wires to be accepted up to the "Off."

YOU will want to do business with a firm whose integrity and straightforward policy are unquestioned.

WHY NOT NOW?

Write to-day and Open a Credit Account.

Douglas Stuart Ltd.
STUART HOUSE, SHAFTESBURY AVENUE, LONDON.